## OFFICE CONSOLIDATION

July 2002

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For the purposes of electronic publications the Blue Pages are identified by the footer "Blue Pages - Supporting Information".

# SUNALTA

## Area Redevelopment Plan

**Bylaw 13P82**
**Approved 1983 July 25**

THE CITY OF CALGARY
PLANNING & TRANSPORTATION POLICY

**NOTE:**

This office consolidation includes the following amending Bylaws:

| Amendment | Bylaw | Description | Date |
|---|---|---|---|
| 1. | 29P83 | Map 3 Land Use Districts (superceded by Bylaws 4P84, 7P92) and Section 3.4.1 Direct Control Districts. | November 6, 1983 |
| 2. | 4P84 | Section 3.2.6 Special Study Area, Map 2 Land Use Policies. (superceded by Bylaws 8P86, 12P88), Map 3 Land Use Districts, (superceded by Bylaw 7P92) | April 9, 1984 |
| 3. | 6P86 | Section 4.3 Implementation and Section 5.2 Implementation. | March 10, 1986 |
| 4. | 8P86 | Section 3.4.1 Direct Control Districts, subsection 2. (superceded by Bylaw 12P88), subsection 3 and subsection 4 Map 2 Land Use Policies (superceded by Bylaw 12P88) | April 14, 1986 |
| 5. | 12P88 | Map 2 Land Use Policies, and Section 3.4.1 subsection 2. | July 18, 1988 |
| 6. | 7P92 | Map 3 Land Use Districts deleted. | May 11, 1992 |
| 7. | 1P96 | Section 3.3.2 Land Use Policies<br>Section 3.3.3 Land Use Districts (superceded by Bylaw 33P2001). | January 8, 1996 |
| 8. | 2P96 | Section 3.4.1 Direct Control Districts. | |

Amended portions of the text are printed in italics and the specific amending bylaw is noted.

Persons making use of this consolidation are reminded that it has no legislative sanction, and that amendments have been embodied for ease of reference only. The official Bylaw and all amendments thereto are available from the City Clerk and should be consulted when interpreting and applying this Bylaw.


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# Sunalta Area Redevelopment Plan

## PREFACE

Area Redevelopment Plans are statutory planning documents for communities within the City and should be considered in combination with other plans, by-laws, and policy documents. They are intended to supplement the Land Use By-law by providing direction within which the discretion of the Approving Authority should be exercised in a particular community.

The time frame of the Sunalta Area Redevelopment Plan spans ten to fifteen years. However, an evaluation of the effectiveness of the Plan in meeting its objectives should be undertaken within five years of the Plan's approval.

## 1.0 STUDY BOUNDARIES

Study boundaries of the Sunalta Area Redevelopment Plan may be summarized as follows:

North: Bow River

East: 14th Street S.W.

South: 17th Avenue, 16th Street, the former 17th Street R.O.W., the lane between Sharon Avenue, 12th Avenue, the escarpment (approx. 3465 ft.contour line) to 24A Street S.W.

West: 24A Street S.W.

This Area Redevelopment Plan covers approximately 93 ha (230 acres).

**MAP 1 - STUDY AREA BOUNDARIES**

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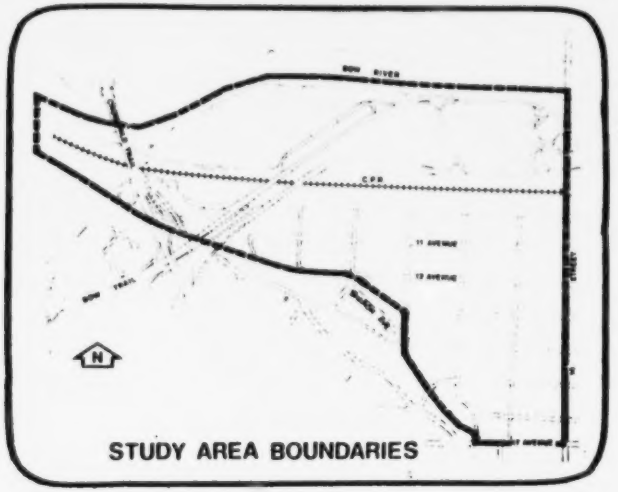


MAP No. 1A

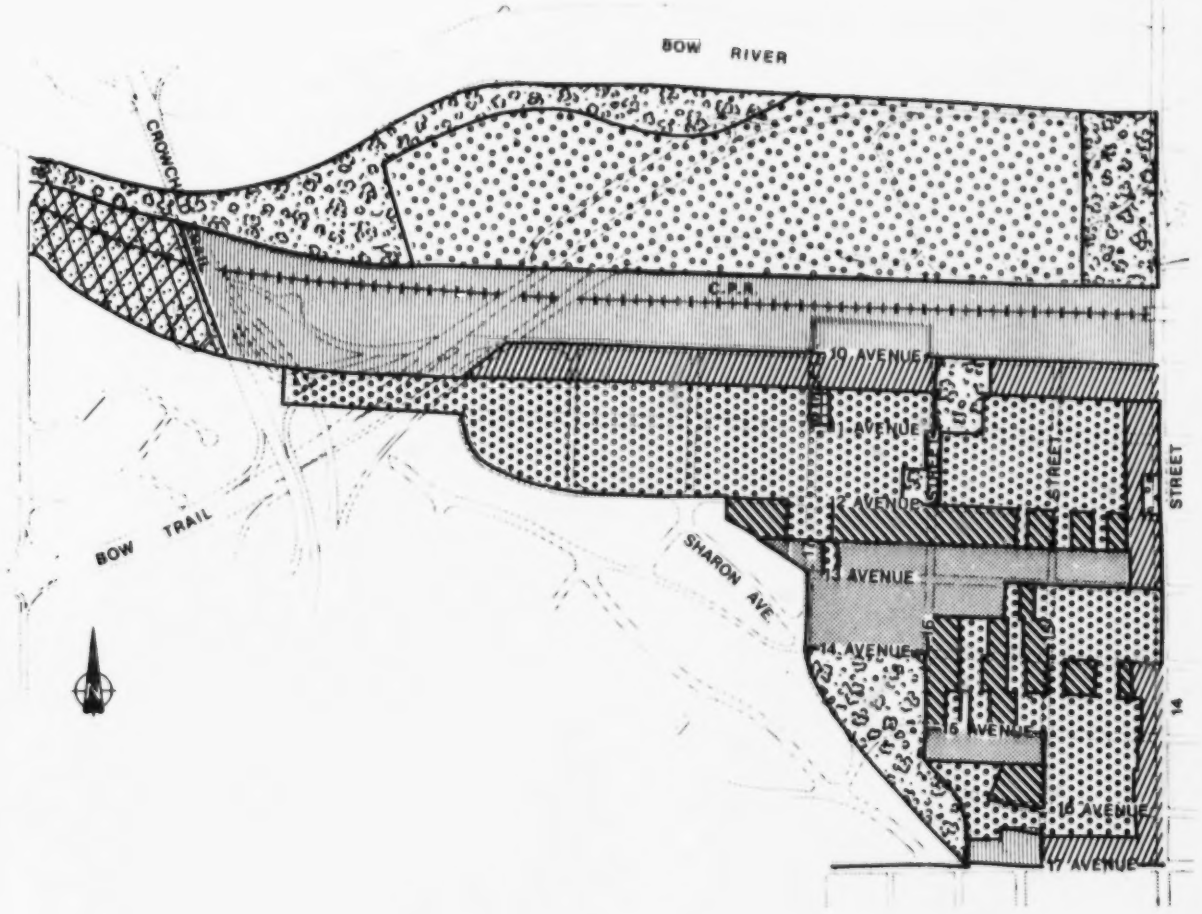
# SUNALTA

TITLE

## LAND USE POLICIES

LEGEND

- CONSERVATION AND INFILL
- MEDIUM LOW DENSITY
- MEDIUM DENSITY
- GENERAL COMMERCIAL
- OFFICE COMMERCIAL
- LAND USE NORTH OF C.P.R. TRACKS
- MIXED USE
- OPEN SPACE
- SPECIAL STUDY AREA
- COMMERCIAL




DATE

JUNE 1988

THE CITY OF CALGARY
PLANNING DEPARTMENT

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2

## 2.0 GOALS

The goals of the Sunalta Area Redevelopment Plan are:

1) To encourage the preservation and rehabilitation of some of the existing residential area in order to promote family oriented housing in the inner city;

2) To accommodate the development of higher density housing in selected areas;

3) To improve the quality of the community's physical environment;

4) To increase the amount and improve the quality of local open space and recreational amenities;

5) To resolve local planning problems and concerns identified through the public participation and local planning process.

## 3.0 LAND USE

### 3.1 Residential Land Use

#### 3.1.1 Objectives

Residential land use policies are based on the following objectives:

1) To encourage the preservation of the neighbourhood quality and character by identifying those parts of the community suitable for conservation and rehabilitation;

2) To ensure a transition between the conservation area and higher density areas which is harmonious in form and scale;

3) To accommodate medium density redevelopment.

#### 3.1.2 Land Use Policies

Context

Sunalta is an inner-city community with a variety of housing types. The 11th and 12th Avenue couplet divides the neighbourhood into two distinct character areas. In the northern section, Sunalta is composed primarily of four storey walk-up apartments. South of 12th Avenue, there are areas of mostly one and two storey houses on attractive tree lined streets. Many of the homes have been recently renovated. Some apartment redevelopment has also occurred in this area during the last twenty years.

The following elements reflect the historical character of the community:

- one and two storey houses with the majority being built between 1910 and 1912;
- predominantly 7.5 m by 39.6 m (25' by 130') lots which front onto a standard grid subdivision plan;
- the dominant building style of pitched roofs, full and half gables, as well as front porches on the first and second storeys;
- mature vegetation with considerable landscaping;
- significant heritage elements such as turned posts and pillars, Norwegian ridge beam decoration, California windows, quoining around door entrances, "stick style" construction, extended rafters, leaded windows and Georgian doors.

Policy

Three residential land use policy areas are proposed:

1) conservation and infill
2) medium low density transition
3) medium density redevelopment

1. Conservation and Infill

The intent within the conservation and infill area is to protect existing structures and to allow compatible infill development. This area should function as a stable residential area. Redevelopment would include one and two family dwellings and small multi-dwelling infill projects which reflect the character of surrounding structures.

2. Medium Low Density Transition

The intent within medium low density areas is to encourage redevelopment using a variety of housing types that will act as a transition between the conservation area and higher density areas. New developments would provide alternative family accommodation at slightly higher densities than in the conservation area.

Townhousing and stacked townhousing with access to grade or to a landscaped area would be typical housing types. Building design should be sensitive to the original community character (circa 1910-1912) and compatible with the surrounding street environment.

3. Medium Density Redevelopment

The intent within medium density areas is to allow for the new development of four storey apartments. New developments should provide diversity in facade treatment and architectural design details which reflect the original community character.

### 3.1.3 Land Use Districts

The following residential land use districts reflect the general intent of the residential land use policies:

| Residential Land Use Policy | Residential Land Use District |
|---|---|
| Conservation and Infill | RM-2 |
| Medium Low Density Transition | RM-3 |
| Medium Density Development | RM-5 |

### 3.1.4 Implementation

To reflect the intent of the residential land use policies, the following guidelines are to be considered by the Approving Authority in reviewing the merits of discretionary development applications:

1. Landscaping

   a) Existing mature trees should be retained on site, particularly when located in front yards.

   b) Front yards should be used as landscaped areas and not as parking areas.

   c) Trees and shrubs should be planted to screen parking areas from view along the street.

2. Parking

   All parking requirements including visitor parking (1.15 spaces per unit) should be provided with no relaxations.

3. Design Considerations

   Conservation and Infill Development

   New developments should demonstrate compatibility with the existing dwellings and streetscape with regard to the following elements:

   - front yard setback and landscaping;
   - building scale, shape (mass) and height;
   - roofline orientation and slope;
   - building finish materials and external appearance;
   - design details (e.g. windows, porches and entries).

   Medium Low Density Transition and Medium Density Developments

   a) A diversity in facade treatment should be ensured, particularly in developments over 15.24 m frontage (50'), through the use of multiple building entrances oriented to the street, a variety of finish materials, and different wall face and roofline detailing and arrangements.

   b) Building finish materials, architectural design details, facades, rooflines and scale should reflect the original community character.

   c) In developments fronting onto major roads, noise attenuation for residential units at grade should be provided through appropriate landscaping, fencing, orientation of units, and/or insulation techniques.

## 3.2 Commercial Land Use

### 3.2.1 Objectives

a) To encourage the development of medium density general commercial districts which provide a wide range of goods and services;

b) To encourage some commercial component in new developments along 14th Street that caters to the goods and service needs of the local neighbourhood;

c) To encourage the development of commercial uses that reinforce the pedestrian oriented shopping street character of 17th Avenue;

d) To encourage the continued growth of commercial and professional service office space along 10th Avenue;

e) To discourage the growth of industrial activities and the expansion of existing industrial sites on 10th Avenue;

f) To promote an improved environment along commercial streets.

### 3.2.2 General Land Use Policy

Context

There are three distinctive commercial areas - 14th Street, 17th Avenue and 10th Avenue within the Sunalta community. The specific context and policies for each street will be dealt with separately.

Policies

Commercial land use policies encourage medium density commercial development in a mid rise building form. This policy is intended to maximize sunlight and privacy in the neighbourhood as well as ensure a reasonable transition in building mass to residential areas. The policies also emphasize improving the quality of the street environment.

### 3.2.3 14th Street Commercial Developments

Context

Low profile buildings with local retail and service outlets exist along 14th Street. There is also strip commercial development, with parking in the front yard, providing automobile oriented commercial uses. As well, the Sacred Heart Church is located on the street.

Policies

In addition to the general commercial land use policies, policies for 14th Street encourage the continuance of a local commercial component serving the adjacent neighbourhood.

Land Use District

The C-3(23) land use district applies to the existing commercial area along 14th Street.

Implementation

To reflect the intent of the commercial land use policies, the following guidelines are to be considered by the Approving Authority in reviewing the merits of discretionary development applications:

a) In developments abutting residential properties, buildings should be setback above the fourth floor (12 m).

b) Parking relaxations should not be allowed unless statistical support for such relaxations is offered.

c) To encourage some local commercial component in new developments, retail and personal service uses should be located at grade.

d) Signs should not be permitted on the west face of new developments in order to maintain the residential quality of the community.

e) Signage should be reflective of a pedestrian scale.

f) Awnings, landscaping, and street lighting should be incorporated at grade.

### 3.2.4 17th Avenue Commercial Developments

Context

There is only one commercial block along 17th Avenue. Restaurants, shops and an automobile sales outlet are located here.

Policies

In addition to the general commercial land use policies, 17th Avenue should continue to function as a pedestrian shopping street.

Land Use District

The C-3(23) land use district applies to the existing commercial area on 17th Avenue.

Implementation

To reflect the intent of the commercial land use policies, the following guidelines are to be considered by the Approving Authority in reviewing the merits of discretionary development applications:

a) In developments abutting residential properties, buildings should be setback above the fourth floor (12 m).

b) Parking relaxations should not be allowed unless statistical support for such relaxations is offered.

c) The building design should accommodate retail uses at grade (e.g. individual storefront entries).

d) Street furniture and landscaping should be provided within all required by-law setbacks and corner visibility triangles.

e) Signage should be sensitive to a pedestrian scale.

### 3.2.5 10th Avenue Commercial Developments

Context

Historically, 10th Avenue has accommodated light industries, such as lumber yards and warehousing. A concrete plant is also located there. However, the predominant trend of recent development has been the conversion of buildings to commercial uses together with the construction of new office buildings. There are wholesale distributors, medical laboratories and offices for professional services.

Policies

In addition to the general commercial land use policies, policies encourage the trend toward the growth of commercial office space and discourage the expansion of industrial sites along 10th Avenue.

Land Use Districts

The C-3(23) land use district applies to areas along the south side of 10th Avenue. The C-3(27) land use district applies to areas along the north side of 10th Avenue, along 10th Avenue west of Bow Trail to Crowchild Trail, and the C.P.R. right-of-way.

Implementation

To reflect the intent of the commercial land use policies, the following guidelines are to be considered by the Approving Authority in reviewing the merits of discretionary development applications:

a) In developments abutting residential properties, buildings should be setback above the fourth floor (12 m).

b) Parking relaxations should not be allowed unless statistical support for such relaxations is offered.

c) There should be a front yard setback of approximately 3 m to be compatible with the existing setback.

### 3.2.6 Special Study Area - 10th Avenue Commercial Developments West of Crowchild Trail

*Context*

*The area is bounded by a 24 to 30 m (80 to 100 ft.) escarpment to the south, the railroad tracks and Bow River to the north and Crowchild Trail to the west. To the south, are a number of single family residences which overlook the area from above the escarpment. Access is from the 10th Avenue/Crowchild Trail interchange system and is currently constrained and could limit redevelopment potential. Existing land uses are of a light industrial/commercial nature.*

*Policies*

*In addition to the General Commercial land use policies which relate to this area, a trend towards the growth of commercial office space should be encouraged, while the expansion of industrial sites along 10th Avenue should be discouraged. Special consideration must be given to the relationship of potential redevelopment to the Bow River and to the residential area above the escarpment.*

*Certain improvements to the local transportation system (10th Avenue S.W./Crowchild Trail) are necessary to accommodate redevelopment in the order of 2 F.A.R. As redevelopment occurs, a proportional share of the cost of the transportation improvements may be assessed to each property at the development permit stage.*

*Land Use Districts*

*The C-2(16) land use district applies to 10th Avenue S.W., west of Crowchild Trail.*

*Implementation*

*To reflect the intent of the commercial land use policies, in making application for discretionary development permits, applicants will be required to demonstrate to the satisfaction of the Approving Authority:*

a) *How the building design addresses view lines from adjacent residential property. In this respect special attention will be given to building facades, roof detail and equipment and garbage storage, and massing of buildings.*

b) *How building design, proposed use and landscaping details are compatible with the Bow River and the riverine environment.* **4P84**

## 3.3 Land Use North of the C.P.R. Tracks

### 3.3.1 Objectives

Land use policies recommended are based upon the following objectives:

1) To encourage redevelopment that achieves a more efficient use of the land;

2) To ensure redevelopment that is compatible with the particular site characteristics;

3) To encourage land uses that are supportive of the possible future West Light Rail Transit;

4) To accommodate mixed use development in specific locations;

5) To encourage commercial development in appropriate locations;

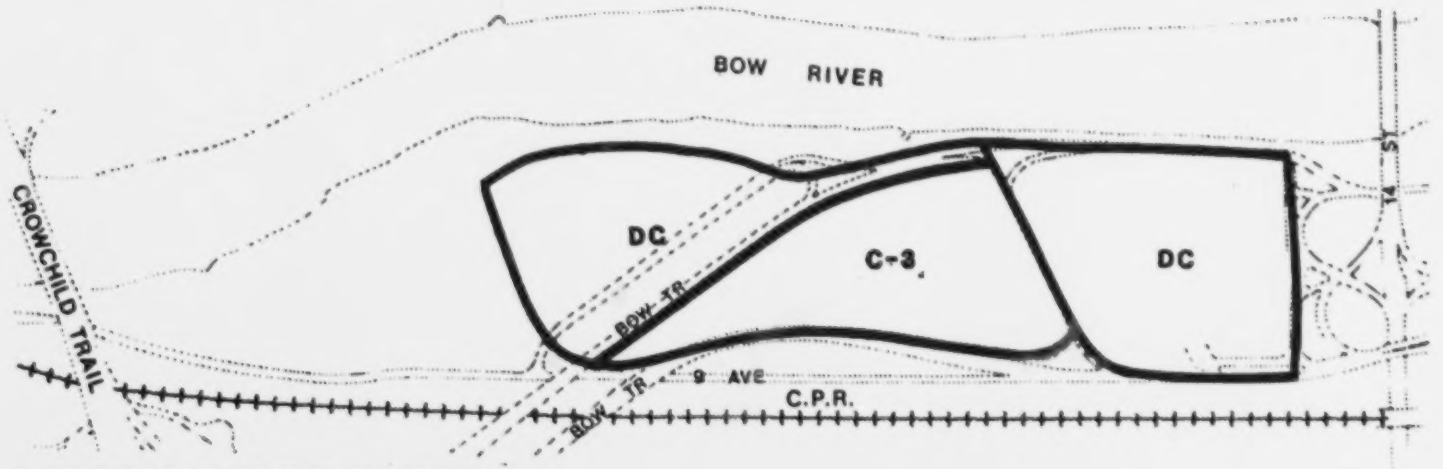
6) To encourage developments which create pleasant living and working environments.

### 3.3.2 Land Use Policies

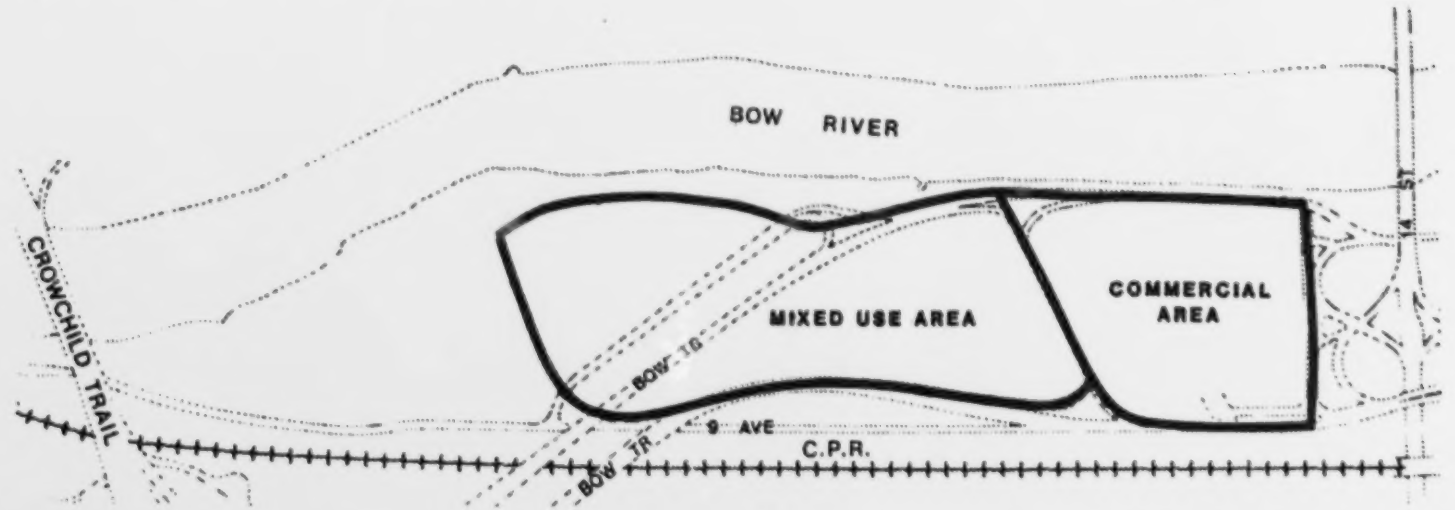
Context

This area encompasses large parcels of land, surrounded by expressways, with no regular local road pattern. There is a car dealership and some warehousing but generally the area is underutilized with enormous amounts of space servicing surface parking lots. The construction of a bus terminal and office complex are pending.

## MAP 3 - LAND USE NORTH OF THE C.P.R. TRACKS




**A. EXISTING LAND USE DISTRICTS**




**B. LAND USE POLICIES**

Policy

New developments should provide adequate site amenities and ensure a sensitive building orientation and form, while still allowing for innovation in design.

a) Commercial Area

*The intent within the commercial area is to accommodate a bus terminal and related operations as well as a range of moderate intensity commercial uses.* **1P96**

b) Mixed Use Area

The intent within the mixed use area is to encourage redevelopment which integrates a wide range of permitted land uses including commercial, residential, and recreational. Maximum land use densities should be within the following range:

- Office - 1,232,000 sq.ft.
- Retail - 100,000 sq.ft.
- Residential - 3,000 dwelling units

The office component can be increased by 490,000 sq.ft. once additional transportation improvements have been approved and implemented. Distribution of the potential land uses and densities between the two properties will be determined at the time of the first land use amendment or development permit application. Densities should be determined to ensure a proportionate allocation of the office component between the two properties, based on the site area.

### 3.3.3 Land Use Districts

*The existing Direct Control District (AM#82/53/223Z82) should be retained for the Greyhound bus terminal operation. In addition, the land to the east of the Greyhound site will be redesignated to a Direct Control District which will provide a range of permitted and discretionary uses as set out in C-2 District as well as the possible expansion of the Greyhound site to include a bus servicing and maintenance facility.* **11P96**

### 3.3.4 Implementation

To reflect the intent of the land use policies, the following guidelines are to be considered by the Approving Authority in reviewing the merits of discretionary development applications:

a) A pedestrian connection should be provided to the Bow River pathway system and to adjacent public park areas.

b) An amenity area based on the number of residential dwelling units should be included in new developments, half of which should be provided in the form of outdoor open space (communal or private) at grade or in close proximity to grade.

c) Commercial sites should provide useable, landscaped public open space at grade.

d) Open space should be integrated with the development.

e) Noise attenuation for residential units should be provided through appropriate landscaping, orientation of units, and/or insulation techniques.

f) Buildings should be terraced when adjoining the river or existing public parks.

g) Building form and orientation should provide for reasonable sunlight penetration, particularly to residential developments and the riverbank system.

h) A pedestrian walkway linkage to the proposed L.R.T. station should be included, provided that the Bow Trail West L.R.T. route is officially approved and the exact location of the future station determined.

## 3.4 Other Land Uses

### 3.4.1 Direct Control Districts

1) The existing Direct Control District (AM 3004/ LUCG 627) located at 1740 - 11th Avenue S.W. should be retained. The district has special guidelines which provide for first floor commercial uses in a three storey, predominantly residential building. It was approved by Council on November 15, 1977.

2) *The existing Direct Control District (AM95/ 0082) located at 1608 - 17 Avenue S.W. should be retained. This district accommodates a commercial development.* **8P86, 12P88, 2P96**

3) *The existing Direct Control District (42Z86), located at 1612 - 16th Street S.W./1610 - 17th Avenue S.W. should be retained. This district permits the development of a three-storey commercial office building.* **8P86**

4) *The property at 1706T, 1706 and 1740 - 10 Avenue S.W. shall retain the existing Direct Control District (Amendment 83/77, By-law #115Z83). This district accommodates the existing concrete plant under the rules of the C-3(27) district.* **29P83, 8P86**

### 3.4.2 Heritage

The only designated heritage site within the Sunalta Area Redevelopment Plan boundaries is the Pumphouse Theatre located in the Regional Park by the Bow River. The other potential heritage area and sites are identified in the Community Profile section of this report. Heritage policy will apply in Sunalta as elsewhere in the City.

### 3.4.3 Institutional Use

The lands associated with the Sacred Heart School and Church should retain the existing RM-5 designation, with the policy intent of continuing the institutional use.

# 4.0 OPEN SPACE AND RECREATION FACILITIES

## 4.1 Objectives

Open space and recreation policies recommended are based upon the following objectives:

1) To rectify the existing deficiencies in local recreation opportunities;

2) To ensure a more equitable geographical distribution of park land throughout the community;

3) To provide a diverse range of activities for different types of users in order to achieve greater utilization of resources;

4) To upgrade the quality of existing resources to more adequately meet the recreation needs of the community.

## 4.2 Policies

The time frames of the proposals outlined are subject to the approval of the necessary funds by City Council. The policies regarding local open space are listed according to priority of implementation.

1) The Sunalta Community Association Site

This site, located at 1627 - 10th Avenue, should be retained as a recreation area particularly for the use of apartment dwellers in the northern part of the community.

Improvements to this area should be undertaken in order to create a more appealing open space environment. Landscaping initiatives, such as the planting of mature trees and shrubs, should be carried out not only to ensure a more aesthetically attractive open space but also to buffer the area from traffic.

The children's play equipment could remain on the site. Two public tennis courts should be constructed. The utility poles should be removed from the centre of the park to improve the area physically as well as to eliminate any safety hazards for unorganized sports activities.

The Sunalta community will continue to use the existing structure on 10th Avenue as its Community Association building. Access to the entire area could be facilitated through the installation of a signalized pedestrian crosswalk across 12th Avenue in addition to the one on 11th Avenue.

Time Frame: To be completed within three years of the approval of the Plan.

2) The Cottage School Site

This site, located at 1706 - 12th Avenue, together with the adjoining City-owned land (1702 - 12th Avenue), should be converted into recreational open space catering to the needs of the adjacent population as well as the general public.

MAP No 3

# SUNALTA

TITLE
## PROPOSED OPEN SPACE

**Legend:**

- EXISTING PARK
- PROPOSED PARK
- ADDITIONAL OPEN SPACE
- * IMPROVEMENT AREAS

**JULY 1983**

THE CITY OF CALGARY
PLANNING DEPARTMENT

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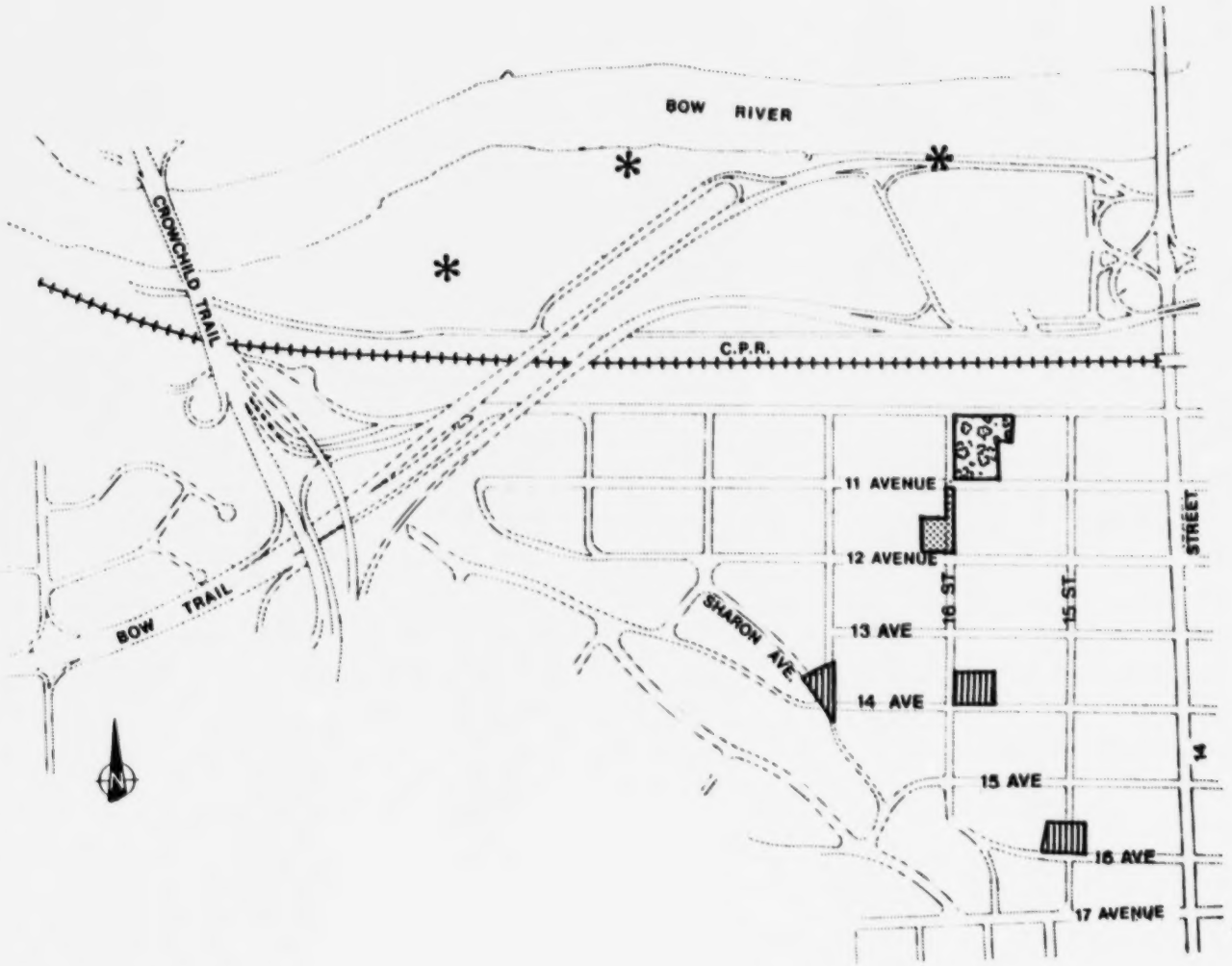


Similarly to the existing Community Association site, this area should be landscaped in order to buffer the area from traffic as well as to ensure a more attractive and usable space. The park design could incorporate a passive, decorative area for relaxation as well as a multi-purpose court for basketball and floor hockey.

Time Frame: To be completed within two years of the approval of the Plan.

3) 16th Street Pathway

The closure of 16th Street between 11th and 12th Avenues is proposed. This will increase the open space on the Cottage School recreational area. A linear park treatment of 16th Street between the laneway and 11th Avenue should be undertaken which would connect the parks on the Sunalta Community Association site and the Cottage School site. A turn-around area should be constructed for the laneways which would be blocked off.

Time Frame: To be completed within two years of the approval of the Plan.

4) 14th Avenue/17th Street/Sharon Avenue Park

The closure of 14th Avenue, 17th Street (south of the laneway), and Sharon Avenue to create additional open space, is proposed. When formulating a site plan, it is essential to integrate this area with the adjoining Sunalta/Scarboro Community Reserve site, part of which is located outside of the study area boundaries.

The children's play area should be relocated on lower, less hazardous grounds and could be extended to include more creative playground equipment. The relaxation area could be improved through the planting of additional trees and the provision of benches. In addition, there would be room for an open field for unorganized games and free play activities.

Time Frame: To be completed within four years of the approval of the Plan.

5) The 15th Street/16th Avenue Park

This area should be landscaped with mature trees and shrubs in order to buffer the area from traffic as well as to ensure a more attractive open space. Picnic tables and benches should be incorporated into the park design to provide a passive, relaxation area. The final site plan for the area should reflect community preferences for use and activities.

Time Frame: To be completed within five years of the approval of the Plan.

6) 14th Avenue/16th Street Park

The establishment of a park at the corner of 14th Avenue and 16th Street is proposed. The area could provide passive or active recreational opportunities, depending on community preferences when formulating the final site plan.

Time Frame: To be completed in five years or more after the approval of the Plan.

7) The Riverbank Area

The preparation of a "Master Plan" (detailed land use concept plan) for the Regional Park around the Pumphouse Theatre is proposed in order to improve its usability and accessibility. As an interim measure, vegetation cover and park furniture should be introduced in the area to make it more attractive.

During the development of the Master Plan, consideration should also be given to the viability of a pedestrian overpass from the 20th Street alignment, over the tracks and expressways to the Sunalta Community. This feature would provide better access to the Pumphouse Regional Park and could complement the inner city bike route system currently being designed.

Interim Improvements Time Frame:

To be completed within two years of the approval of the Plan.

Master Plan and Implementation Time Frame:

To be completed within three years of the approval of the Plan.

## 4.3 Implementation

It is recommended:

1) That the Parks/Recreation Department prepare a site plan, in consultation with the Sunalta Community, for the existing Community Association park, and apply to Council for funds to implement the plan within the specified time frame;

2) That the City Electric System undertake the removal of the utility poles from the middle of the existing Community Association park area;

3) That the Transportation Department continue to monitor the need for a signalized pedestrian crosswalk along 12th Avenue at 16th Street;

4) That the Parks/Recreation Department prepare a site plan, in consultation with the Sunalta Community, for the Cottage School site and the adjoining lot, and apply to Council for funds to implement the plan within the specified time frame;

5) That the Transportation and Engineering Departments initiate the process of closing 16th Street between 11th and 12th Avenues and construct a turn-around for the laneways; and subsequently, that the Parks/Recreation Department implement the linear park improvements to the area, within the specified time frame;

6) That the Transportation and Engineering Departments initiate and implement the closure of 14th Avenue, 17th Street (south of the laneway), and Sharon Avenue; and subsequently, that the Parks/Recreation Department prepare a site plan for the area, in consultation with the Sunalta Community, and apply to Council for funds to implement the plan within the specified time frame;

7) That the Engineering Department close 15th Street between the laneway and 16th Avenue; that the Land Department acquire the three properties identified for park use; and subsequently, that the Parks/Recreation Department prepare a site plan for the area, in consultation with the Sunalta Community, and apply to Council for funds to implement the plan within the specified time frame;

8) That the Land Department acquire the three properties along 14th Avenue identified for park use; and subsequently, that the Parks/Recreation Department prepare a site plan for the area, in consultation with the Sunalta Community, and apply to Council for funds to implement the plan within the specified time frame;

9) That the Parks/Recreation Department prepare a "Master Plan" (detailed land use concept plan) for the Pumphouse Theatre Regional Park and apply to Council for funds to implement the necessary improvements; and in the interim, that the Parks/Recreation Department proceed with landscaping and park furniture improvements to the riverbank area within the specified time frame;

10) That the Transportation Department determine the viability of a pedestrian/cyclist crossing across the transportation corridor using the 20th Street alignment and apply to Council for funds to implement such access, if considered feasible;

11) That the proposals for open space and recreation facilities be implemented when budget constraints permit the expenditure;

12) That all land being acquired, whether City owned or privately owned, be subject to an appraisal.

*[Paragraph 13 is deleted in its entirety. (By-law 6P86, approved March 10, 1986)]*

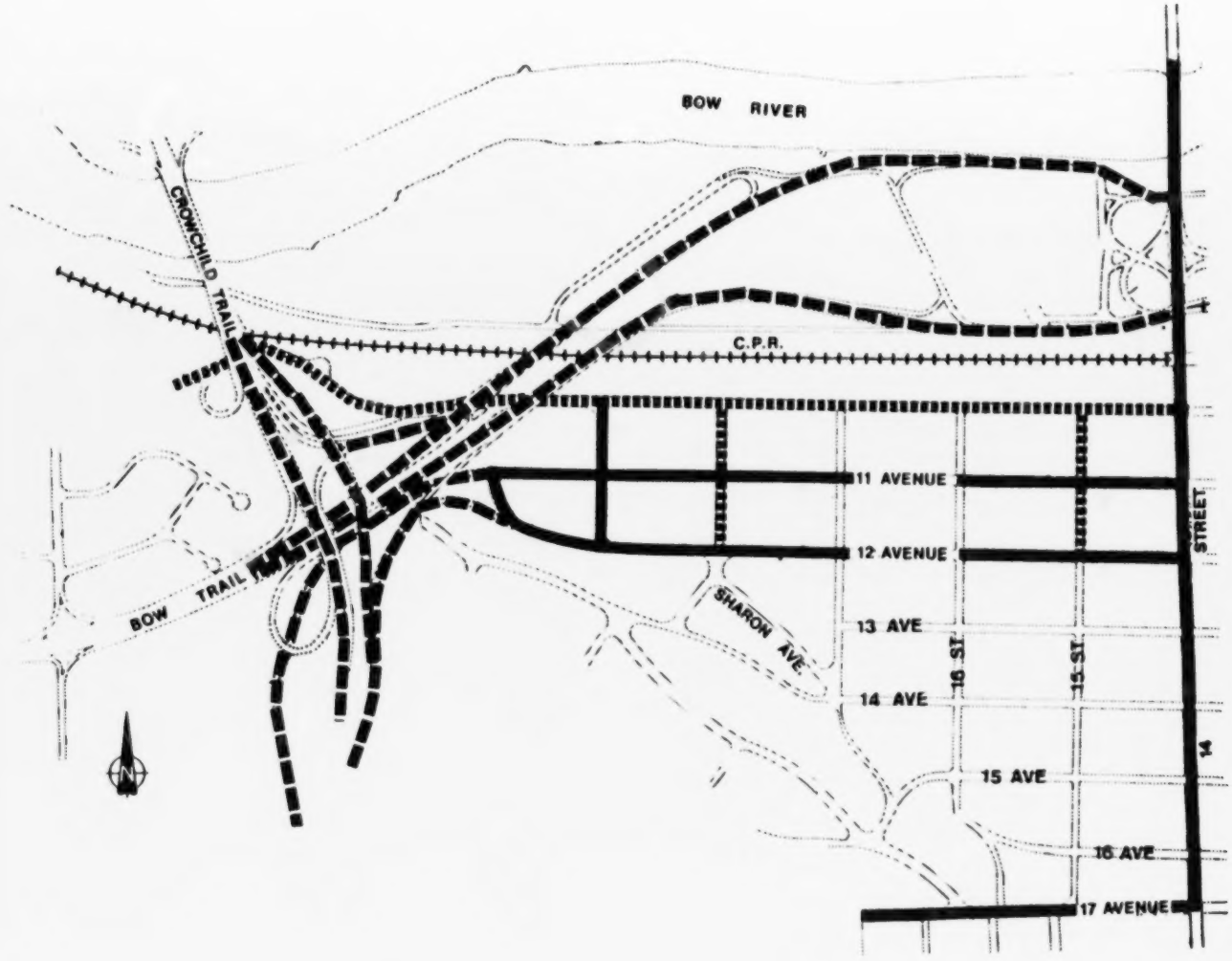
MAP No 4

# SUNALTA

TITLE
**TRANSPORTATION POLICY**

Legend:

- EXPRESSWAYS
- MAJOR ROADS
- COLLECTORS
- LOCAL ROADS




DATE
**JULY 1983**

THE CITY OF CALGARY
PLANNING DEPARTMENT

0 250 500 Ft.
0 76 152 M

# 5.0 TRANSPORTATION

Traffic volumes in the Sunalta area can be expected to increase in the future as a result of additional and more intense development as well as alterations in the surrounding transportation system. The most significant growth in traffic flows will occur with the completion of the South Downtown Bypass, of which the 11th and 12th Avenue Couplet forms a part, and the construction of the Crowchild Trail Connector.

The Transportation Department, together with the area residents, are currently undertaking studies to try to resolve local concerns over transportation related problems such as on-street parking and shortcutting in the community. On December 15, 1981, City Council approved a traffic control plan for Sunalta/Scarboro and authorized the installation of various control measures for a six month trial period. The traffic control devices were installed on February 9, 1982 and will be evaluated during August, 1982. This shortcutting experiment is being carried out independently of the Sunalta Area Redevelopment Plan.

The West L.R.T. Functional Study is considering two possible corridors: one along Bow Trail, and one along 17th Avenue S.W. The land use recommendations of this plan attempted to take this into account. It is anticipated that the West L.R.T. Functional Study will be presented to City Council in the fall of 1982. The implementation of the West L.R.T. line is presumed to be outside the time frame of this Area Redevelopment Plan.

## 5.1 Policies

Streets within and bordering Sunalta will retain their existing designations, which are:

Expressways:
- Bow Trail
- Crowchild Trail

Major Roads:
- 19th Street, between 10th and 12th Avenues
- 14th Street
- 11th Avenue
- 12th Avenue
- 17th Avenue

Collectors:
- 18th Street, between 10th and 12th Avenues
- 15th Street, between 10th and 12th Avenues
- 10th Avenue

Local Roads:
- remaining streets

Expressways and major roads expedite the movement of high volumes of traffic between various areas of the City. Collectors distribute traffic between major and local roads and can also function as bus routes. Local roads may be considered for closure, in order to create usable open space or control particular traffic problems.

## 5.2 Implementation

It is recommended that the Transportation Department:

1) examine the possibilities of instituting restricted truck routes in the northern part of the community in order to:

   i) minimize the negative impacts of existing vehicle dust and noise; and

   ii) prevent shortcutting through the residential areas;

2) should monitor residential streets to determine if there is excessive spillover commercial traffic and parking problems resulting from commercial redevelopment, and take remedial action as the need arises.

3) establish a parking permit system for residents within one block of C-3 developments, in conjunction with the business people on 14th Street S.W., on a six month trial basis.

*4) Implement all permanent traffic control systems involving extensive road closures, with the exception of signage and traffic lights, under a special local benefit assessment. (By-law 6P86, approved March 10, 1986)*

# SUPPORTING INFORMATION

# PREFACE

This section provides background information to the Sunalta Area Redevelopment Plan. Its purpose is to describe the context within which planning policies were formulated and summarize the public expenditure required in order to implement the proposals outlined. This section is not, however, a part of the Area Redevelopment Plan and, therefore, has no legal status. The official response of the Sunalta Community Association to the Plan has been printed in a separate document.

# SUPPORTING INFORMATION

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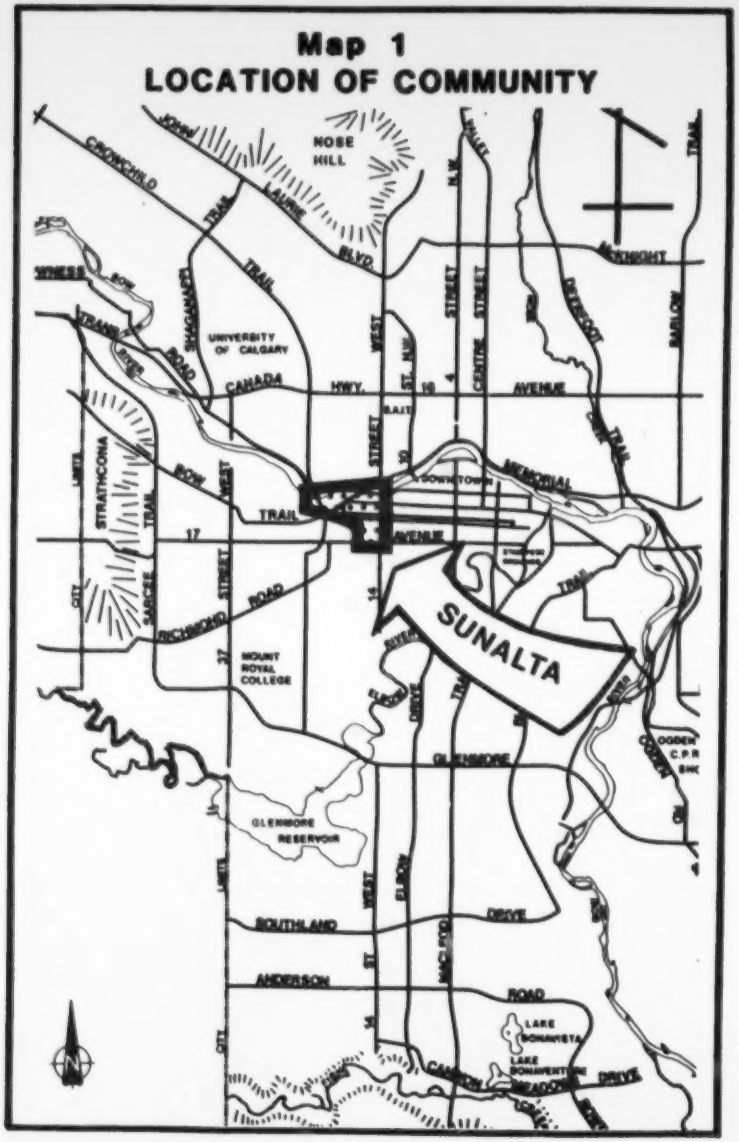
MAP 1 - LOCATION OF COMMUNITY




# 1.0 APPROACH TO PLANNING

## 1.1 Introduction

This section explains the framework within which the policies of the original Area Redevelopment Plan were formulated. It outlines the numerous issues that were analyzed and evaluated in order to determine the Plan's proposed land use policies.

Generally, Sunalta had to be viewed in a city-wide context since many of the changes it has been experiencing have been caused by forces outside of the community. In particular, Calgary's rapid expansion has increased the demand for higher density housing as well as for new office and retail development.

These growth pressures have affected Sunalta in many ways, mainly through the proliferation of apartment buildings, the decline in the number of families and school age population, and the construction of new commercial establishments. In response to these changes, the community has become increasingly concerned about the preservation of Sunalta's existing neighbourhood quality and character.

The proposals articulated in this Plan had to balance the city-wide climate of development with local conditions, in order to guide and direct Sunalta's future development in a realistic way. In addition, many official City policies also had to be considered in the decision-making and in particular, specific Council direction given during the area redevelopment plan approval process.

Finally, the Area Redevelopment Planning process tried to be sensitive to the many conflicting attitudes among those most directly affected — the homeowners, renters, business interests, investors and developers. The recommendations attempted to weigh the concerns of these interest groups.

The following sections describe the approach to planning adopted with regard to specific land use issues in this Area Redevelopment Plan.

## 1.2 Residential Land Use

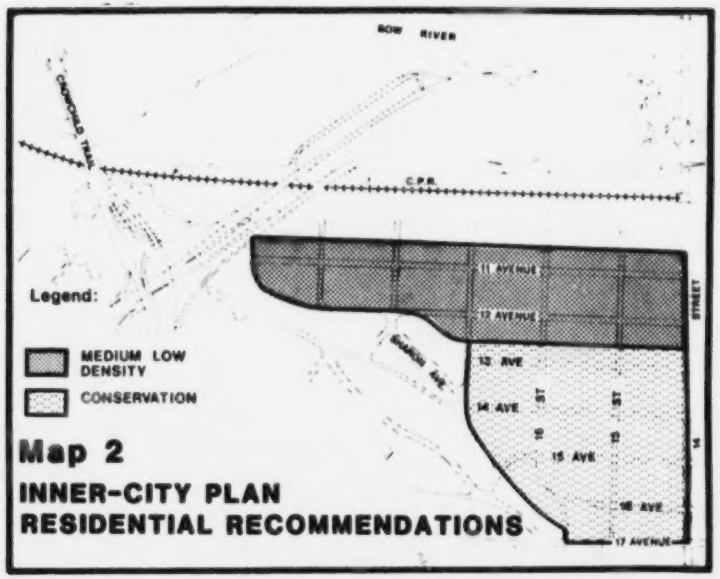
The Inner City Plan residential recommendations designated Sunalta as a conservation and medium low density area. The Area Redevelopment Plan implemented the conservation policy through the application of a conservation and infill (RM-2) district along streets which were composed predominantly of one and two storey structures. In areas adjoining the conservation area, where there was a mixture of houses and apartments, a slightly higher medium low density policy (RM-3) was considered more appropriate.

On July 5, 1982, City Council requested a review of land use alternatives including "a review of RM-2 in place of R-2, the use of RM-3 and the retention of other properties that may otherwise become legal non-conforming." The original recommendation of the Planning Department to implement the conservation policy was through the use of the R-2 (conservation) district.

These districts were viewed as vehicles for protecting the community from extensive redevelopment through the encouragement of an improved environment for owner occupied dwellings and family-oriented accommodations. At the same time, they would allow for infill at a similar scale and design.

The medium low density directive was more difficult to implement in the northern half of the community. The recent widespread development of RM-5 four storey apartments along 11th and parts of 12th Avenues negated the viability of proposing a medium low density policy. Consequently, these areas were viewed as the potential location for the new development of similar apartment types.

There were, therefore, three residential land use policies proposed for Sunalta — RM-2, RM-3 and RM-5. The following sections outline the criteria used for their application. They can generally be identified by location in the community, existing adjacent development, as well as density and height.




**Map 2**
**INNER-CITY PLAN**
**RESIDENTIAL RECOMMENDATIONS**

1. Criteria for the Application of the Conservation and Infill Policy (RM-2)

    1. The predominant land use is one to two and one-half storey housing.

    2. The housing is of relatively good quality, with evidence of recent rehabilitation.

    3. The street is attractive due to a sense of order, a consistent front yard setback, mature vegetation, and overall 25' lot development.

    4. The existing development shares certain features:

        - individual unit access to structures from the front yard;

        - a similarity of building form, including mass, height, shape of rooflines, architectural detail, and finish materials.

    5. Many of the buildings possess heritage features, reflecting 'turn of the century' construction, such as turned posts and pillars, leaded windows, extended rafters, and fieldstone materials.

2. Criteria for the Application of the Medium Low Density Transition Policy (RM-3)

    1. The land use is single family houses or duplexes mixed with apartment development.

    2. The housing stock is generally of good quality.

    3. Apartment development has not unduly affected the street environment. Conservation elements, such as mature vegetation, consistent setbacks, building form, and original housing stock, are evident.

    4. The area functions as a transitional zone between the conservation area and higher density development.

3. Criteria for the Application of the Medium Density Policy (RM-5)

    1. The land use in the area is four storey walk-up buildings, mixed with parcels of single family dwellings or duplexes.

    2. Few elements considered important in the conservation area are present.

    3. The abutting land use may be non-residential.

Implications

**Population Increase**

The revised potential land use policies could result in a population growth of approximately 1,900 persons in the area south of 10th Avenue. Population density within the community would increase 59% from 121 persons per net hectare (49 per net acre) to 194 per net hectare (78 per net acre). The existing population is 3,200 and the future potential population would be approximately 5,100. The following chart summarizes this information:

| Population Increase | Existing | Potential |
|---|---|---|
| North of 12th Avenue | 1690 | 2878 |
| South of 12th Avenue | 1590 | 2215 |
| Total | 3200 | 5093 |
| % Increase | | 59.2% |

In terms of the size of each residential land use district, there are 8 acres of conservation and infill, 7 acres of transition area and 33 acres of medium density development. Approximately 48 acres of residential land exist in the community. The following chart summarizes the above information:

| Land Use District | Approximate Acreage | % of Residential Land |
|---|---|---|
| RM-2 | 8 | 17% |
| RM-3 | 7 | 14% |
| RM-5 | 33 | 69% |
| Total | 48 | |

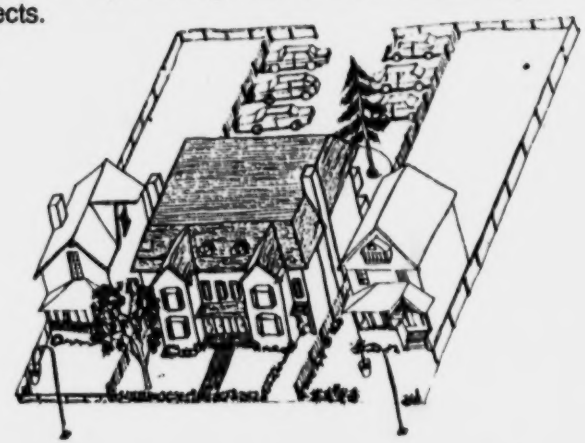
**Urban Design Considerations**

In maintaining existing dwellings and designing new ones, design treatments which are sensitive to the community character have been recommended in the Sunalta Area Redevelopment Plan. The following illustrations represent examples of typical new developments that have been constructed in many inner city communities and which reflect the residential land use districts proposed in the Plan.

Conservation and Infill (RM-2 Districts)

The intent within the RM-2 Districts is to protect existing structures and to encourage the retention of the neighbourhood quality. Redevelopment would include one and two family dwellings and small multi-dwelling infill projects.

**MAP 3**

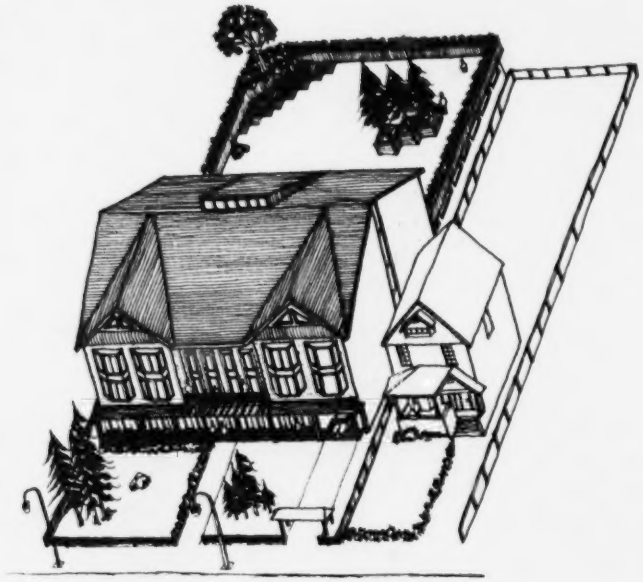


In this example, use of certain design elements (e.g. sloping roofs, bay windows, elevated porch and entry) and facade materials (e.g. narrow siding) are combined to produce a dwelling which complements the existing streetscape.

Medium Low Density Transition (RM-3 Districts)

The intent within RM-3 Districts is to provide alternative family accommodation at slightly higher densities than in the conservation area. Townhousing and stacked townhousing with access to grade or to a landscaped area would be typical housing types.

**MAP 4**

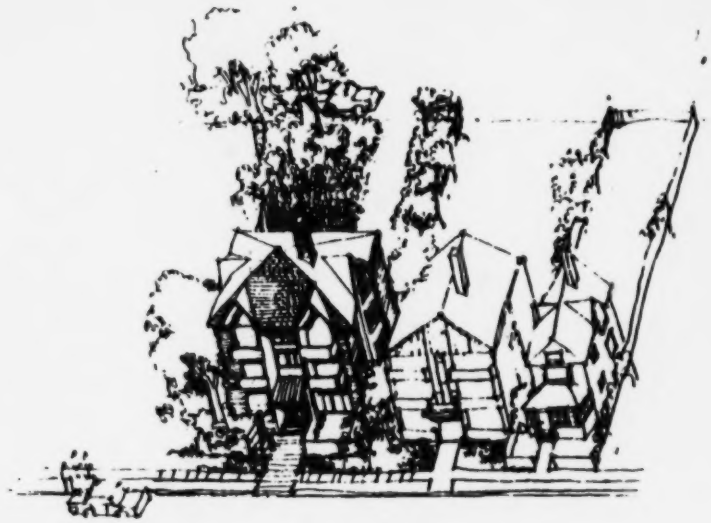


In this illustration, design elements such as the sloping rooflines, bay windows, and separate unit entries at grade, demonstrate a sensitivity to the existing streetscape environment.

Medium Density Redevelopment (RM-5 Districts)

The intent within RM-5 Districts is to accommodate the new development of four storey apartments with a building design that is reflective of the community's historical character.

**MAP 5**



In this drawing, sloping rooflines and an articulated entry combine to achieve some diversity in facade treatment. These conceptual designs have been used for illustrative purposes only.

## 1.3 Commercial Land Use

One commercial land use district (C-3), with varying height limits, was proposed in the Area Redevelopment Plan. However, there were three distinctive commercial areas, with different characteristics and functions encouraged.

1. 14th Street Commercial Developments

The 14th Street commercial strip would encompass general goods and services. Because of the area's proximity to the downtown area, it was anticipated that growth pressures would eventually affect the 14th Street commercial strip, so that more intensive redevelopment would occur altering the existing low rise, local goods and services character of the area. The retention of a C-3 zone would accommodate such redevelopment.

Due to the presence of adjoining residential areas and the Sacred Heart Church, the current maximum height limit of 46 metres was viewed as excessive. A height limit of 23 metres was recommended because it would not only allow for new development but would also protect the surrounding areas from excessive scale. In addition, a C-3 (23) district would act as a transitional scale between lower density residential areas in Sunalta and the higher densities (RM-7) on the east side of 14th Street.

Implementation guidelines were outlined which would minimize any additional negative impacts upon adjacent residential areas such as unscreened loading facilities and parking congestion. In addition, retaining some commercial component at grade which would cater to the goods and service needs of the local community was also encouraged.

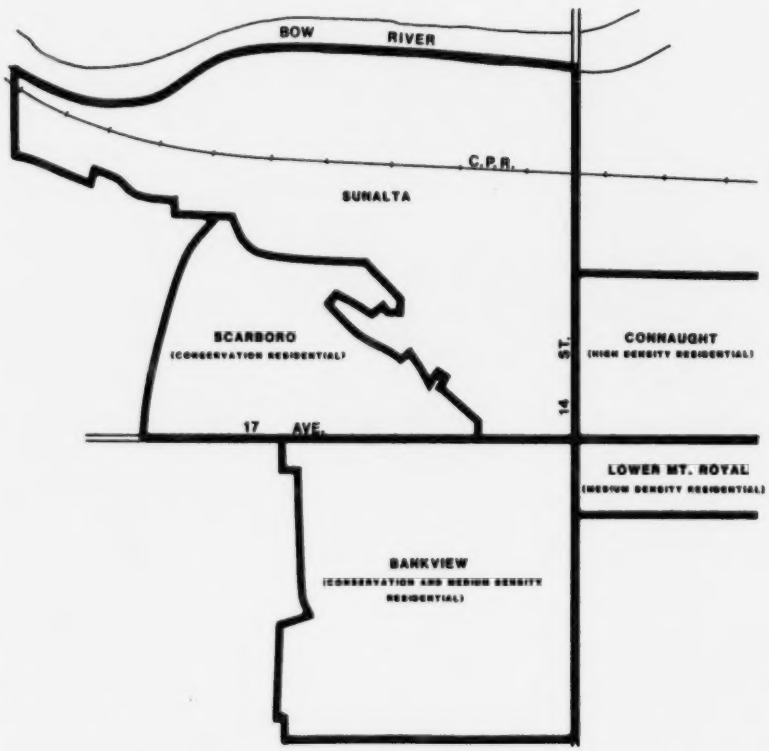
2. 17th Avenue Commercial Developments

The 17th Avenue area would accentuate pedestrian oriented commercial activities with retail uses at grade. 17th Avenue, east of 14th Street, was designated a regional, pedestrian commercial strip in the Inner City Plan. Accordingly, it was concluded that the commercial activity at the intersection of 14th Street and 17th Avenue, together with the block along 17th Avenue, should complement regional commercial pedestrian policies adopted for adjacent development. A C-3 (23) designation was recommended with guidelines encouraging the retention of the pedestrian function and the improvement of the quality of the street environment.

3. 10th Avenue Commercial Developments

10th Avenue would consist primarily of commercial offices and professional services. Recently, 10th Avenue has undergone substantive changes in terms of new commercial activities locating along it. Its proximity to the downtown core made it a potential location for the outgrowth of the core office area, for decentralized new office development, and hence an alternative employment area. These were policy objectives outlined in the Calgary General Municipal Plan and the Inner City Plan.

## MAP 6



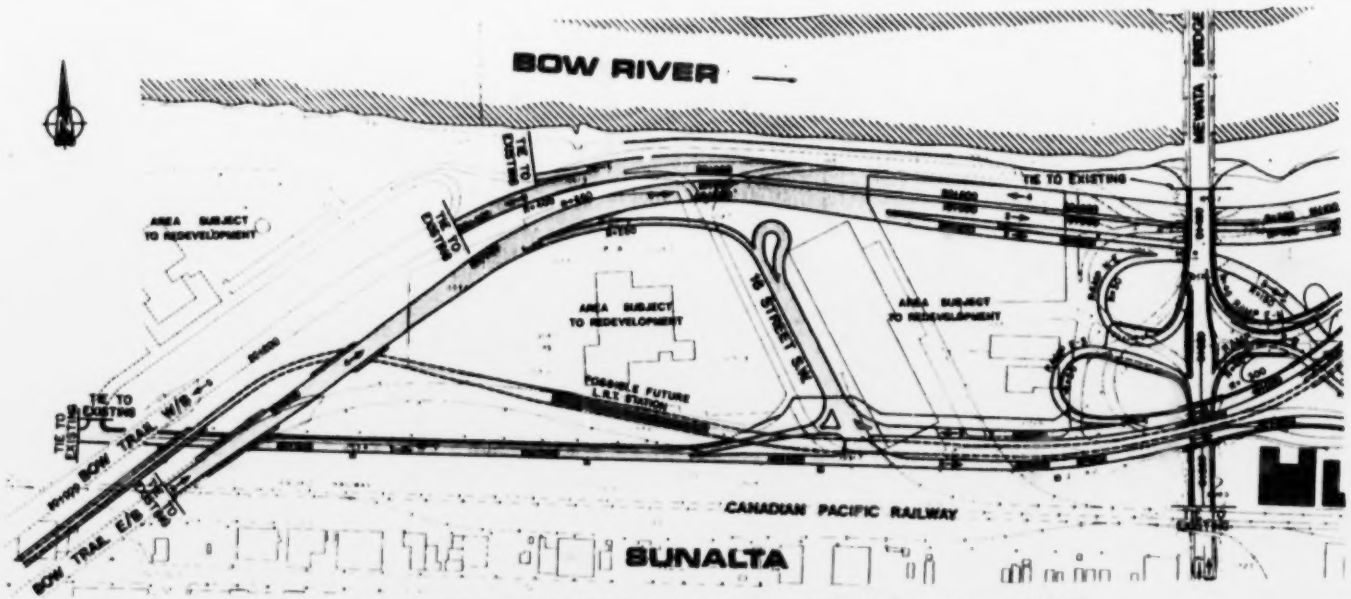

**SUNALTA AND SURROUNDING INNER CITY COMMUNITIES**

In terms of the community of Sunalta, 10th Avenue could also function as a buffer between the railway line and the residential area. Since areas in the Southeast and Northeast of Calgary have been recommended for industrial development, no growth of industrial uses in the community would be considered necessary or desirable.

Accordingly, it was recommended that the land use classification be altered from an I-2 to a C-3 designation to ensure the continuation of additional commercial activities and to lessen the likelihood of inappropriate redevelopment. A Floor Area Ratio of 3 was proposed, based on the Transportation Department's analysis of the highest F.A.R. capacity for 10th Avenue.

A height limit of 23 metres on the south side of 10th Avenue was suggested since it would allow for redevelopment but would protect the adjoining residential area from excessive scale. On the north side of 10th Avenue, and between the expressways, a higher limit of 27 metres was considered appropriate due to the proximity of the railway tracks and Bow Trail. Besides the redesignation of the area, guidelines were outlined which were intended to minimize any negative impacts on residential areas and to create a more pleasant street environment.

**MAP 7**




**BOW TRAIL CONNECTORS - WEST L.R.T. LINE**

## 1.4 Land Use North of the C.P.R. Tracks

This area, excluding the parkland and pathway system, encompasses approximately 12.7 net hectares (31.3 net acres) and is bounded by the C.P.R. tracks on the south, the Bow River on the north, the City's snow dump site on the west, and 14th Street on the east. There are large parcels of land and no regular road pattern. The area is underutilized, with enormous amounts of space servicing surface parking lots. Its proximity to the downtown core suggested that a more efficient use of the land could be achieved.

Even though Bow Trail, Crowchild Trail and 14th Street are highly visible, they function as high standard access routes to the downtown core but are not designed to accommodate quality local access to adjacent properties. The Transportation Department analyzed the transportation system's capacities and constraints, with and without local access improvements. Land use densities were assigned accordingly.

General land use policy areas were identified which either reflected existing City policy or proposed a future direction for the area. A commercial area was

recommended in the eastern portion of the area. This acknowledged the approved Greyhound/Trojan development, which would accommodate office development and a bus terminal.

A mixed use area was recommended for the property adjacent to the riverbank park land and pathway system since their proximity would make it a pleasant living and working environment. In addition, the potential location of a West Light Rail Transit station determined the other mixed use area boundary. Although there is an expressway in the area, the parcels of land assembled were considered to be substantial enough to enable the integration of residential uses into a development. This would necessitate a design with a sensitive site orientation or specific techniques for achieving noise attenuation (e.g. insulation).

Specific site planning considerations were outlined in order to encourage the provision of adequate site amenities and a sensitive site orientation and form, while still allowing for innovation in design.

## 1.5 Open Space and Recreational Facilities

On July 5, 1982, City Council passed the following motions:

> "...that the section of the proposed Sunalta Area Redevelopment Plan recommending the Calgary Tennis Club be relocated, be filed."

> "...that the Administration be directed to prepare a renewed thirty-year lease (for the Calgary Tennis Club)."

> "...that the Administration bring forward a comprehensive five year plan to achieve a more suitable amount of land on an opportunity basis for usable open space, with money allocated to the Community reserve cash-in-lieu fund."

The open space recommendations outlined in the Area Redevelopment Plan implement Council's instructions. Due to budgetary constraints, the emphasis has been placed on upgrading and developing existing City owned lands with a minimum amount of land acquisition. Although this still leaves Sunalta lacking in local open space, a review of the area redevelopment plan is proposed within a five year time frame.

Although the recommendations in the area redevelopment plan with respect to relocation of the Calgary Tennis Club were not approved by City Council and subsequently filed, the information on the relocation proposal has been retained in the Supporting Information for future reference.

**Implications of Approved Open Space Improvements**

The development of the Cottage School site open space (.2 hectares/.49 acres) and the creation of three additional recreational areas (.6 hectares/1.5 acres) would add approximately .8 hectares (1.99 acres) to Sunalta's open space allotment. Sunalta would still have less acreage of park space per thousand population than most inner city communities, especially with the projected population increase.

The community would increase its existing inventory from 1.31 hectares (3.26 acres) to 2.11 hectares (5.25 acres). With the projected population increase, Sunalta would have .41 hectares (1 acre) per 1,000 people. Even with the existing population, Sunalta's open space allocation (.65 hectares/1.6 acres per 1,000 people) will be relatively deficient. The following chart summarizes Sunalta's open space with different population figures:

| Existing Population (Potential) | Total Open Space Hectares (Acres) | Hectares (Acres) per 1,000 Potential Population | Hectares (Acres) per 1,000 Existing Population |
|---|---|---|---|
| 3,200 (5,100) | 2.11 (5.25) | .41(1) | .65 (1.6) |

The following chart indicates the existing local open space and recreation facilities in Sunalta:

**Local Open Space**

| | |
|---|---|
| Existing Population | 3,200 |
| Existing Open Space | 1.31 ha. (3.26 ac.) |
| Community Association Site (.55 ha/1.36 ac) | |
| Sacred Heart School Yard (.36 ha/.9 ac) | |
| Joint Sunalta/Scarboro Community Reserve Area (.4 ha/1 ac) | |
| Hectares (Acres)/1,000 Persons | 0.41 ha. (1 ac.) |
| Percentage of Open Space* | 4.98% |

*The area (26.3 net hectares/65 net acres) includes only the residential areas south of 10th Avenue.

The current 0.41 hectares per thousand is far less than the 2.2 hectares per thousand recommended in The Planning Act as the ideal standard. Even when compared to other inner city communities, Sunalta's deficiency is obvious:

**Selected Inner City Communities**
**Local Open Space**

| Community | Hectares/1,000 Population[1] |
|---|---|
| Sunalta | 0.41 |
| Bankview[2] | 0.80 |
| Cliff Bungalow | 1.52 |
| Crescent Heights | 2.14 |
| Hillhurst/Sunnyside | 1.87 |
| Bridgeland/Riverside | 1.57 |
| Erlton | 1.25 |

1. Figures do not include regional open space facilities.
2. Includes Bankview open space acquistions approved by Council.

Consequently, Sunalta under any comparison is severely deficient in open space.

In assessing future recreation requirements in Sunalta, community characteristics such as age distribution and the pattern and density of development were analyzed. Until recently, Sunalta's proportion of school age children and of families had been following a general downward trend. Civic census data for 1980 and 1981 indicates that the number of children aged 0-14 increased by 23.2% in one year, which suggests that more families are moving into the area. The major growth has occurred in the conservation area south of 12th Avenue, where 8.9% of the population is in the 0-14 age group.

In the last ten years, Sunalta has also experienced an increase in the number of people living in apartments, particularly north of 12th Avenue. Consequently, the 20-34 age group accounts for a large percentage of the population. There is also a number of seniors comprising about 4.2% of the population.

Open space and recreation policies in the Area Redevelopment Plan were intended to accommodate all of these groups: apartment dwellers who lack the private amenity space of single family dwellings; senior citizens; and the increasing proportion of families who will be attracted to the area.

Accordingly, a diverse range of activities for different types of users, including relaxation areas, children's play areas, and tennis courts, was suggested, based on the preferences expressed by the residents in their Open Space survey. In addition, the proposals outlined relied on combining the four functions which the Inner City Plan suggested are essential local open space requirements — tot lots, passive parks and multi-purpose courts.

## 1. Evaluation of Alternative Open Space Policies

Many alternative solutions to resolving Sunalta's open space deficiency were evaluated. The following table summarizes policy options considered and the advantages and disadvantages of each.

**OPEN SPACE ALTERNATIVES**

| Alternative | Advantages | Disadvantages |
|---|---|---|
| 1. Improvements to Existing Local Park Space | • Make local open space more attractive, usable, accessible, and more adequately meet the recreation needs of community.<br>• Minimal costs relative to other alternatives. | • Does not resolve/ overcome acute deficiency of local open space especially in the conservation area. |
| 2. Development of Existing Unoccupied City-owned Sites (e.g., Cottage School Site) | • Adds to local open space in the community.<br>• Minimal costs relative to other alternatives. | • None. |
| 3. Road Closures | • Add to local open space in the community.<br>• Minimal cost relative to other alternatives. | • South of 12th Avenue, jeopardize existing shortcutting experiment, supported by the community.<br>• South of 12th Avenue, negative impact on internal vehicular circulation for community; add to travel inconvenience of local residents; and increase traffic on adjacent streets.<br>• Add minimal amount of parkland and does not overcome local open space deficiency in the community. |
| 4. Land Acquisition | • Adds to local open space in the community. | • South of 12th Avenue, contrary to the residential land use policies of A.R.P. of preserving existing housing.<br>• Negative impacts of destroying existing dwelling units and dislocating residents.<br>• Community opposed to destruction of housing especially in the conservation area, where local open space needed.<br>• Costs Exorbitant<br>Acquisition/demoliton of 2-3 acres: approximately $3,500,000.00 to $5,250,000.00<br>Park Development: $200,000.00 |
| 5. Status Quo on Calgary Tennis Club Site (City-owned Land) | • Fulfills Calgary Tennis Club's desire to remain on the site, with existing level of facilities.<br>• No public expenditure required. | • Overlooks the largest parcel of City-owned land in the community capable of being developed as local parkland, without the social and economic disadvantages (e.g. social dislocation, costs) of land acquisition.<br>• Disregards the community's acute deficiency of local open space especially in the conservation area.<br>• Ignores residential land use policy of creating a more appealing residential/living environment for families. |

| Alternative | Advantages | Disadvantages |
|---|---|---|
| 6. Joint Use by the Sunalta Community and Calgary Tennis Club of Existing Calgary Tennis Club Site | • Adds 0.48 hectares (1.2 acres) to community's local open space.<br>• Provides open space in conservation area, which is complementary to residential land use policies and to objectives of reasonably satisfying existing demand and creating an attractive residential environment for families.<br>• Fulfills part of Calgary Tennis Club's desire to remain on existing site.<br>• Less public expenditure involved than in land acquisition or relocation alternatives. | • Community is still deficient in local open space.<br>• Calgary Tennis Club operations adversely affected:<br>- decrease in Club's annual revenue;<br>- limits club membership below present 700;<br>- have to increase membership fees;<br>- makes CTC more exclusive;<br>- programs such as tournaments and junior instruction jeopardized. |
| 7. Creation of Sunalta Neighbourhood Park and Relocation of Calgary Tennis Club to Another City-owned Site | • Adds 0.81 hectares (2 acres) to community's open space in the conservation area where deficiency most acute.<br>• Complements A.R.P. residential land use policies by providing open space amenities which will serve the existing residents and create a more appealing residential/living environment for families.<br>• Provides Calgary Tennis Club with new facilities on a site with potential for expansion and year round operations.<br>• Less public expenditure involved than land acquisition alternative. | • Community's open space allotment improved significantly but deficiency not totally overcome.<br>• Does not resolve the reluctance of the Calgary Tennis Club to be moved from existing site. |

| Alternative | Advantages | Disadvantages |
|---|---|---|
| 8. Improvements to Existing Regional Park Space | • Make regional open space more attractive, usable and accessible to residents of Sunalta and surrounding communities.<br>• Will serve potential population increase in Mixed Use area north of the C.P.R. tracks. | • Does not resolve/ overcome acute deficiency of local open space in the community.<br>• As Inner City Plan indicated, regional parks should not be considered an adequate substitute for local open space. |

After assessing all possible alternatives, it was proposed that in order to accommodate the increase in apartment dwellers anticipated in the area, the quality and accessibility of the existing park space on the Sunalta Community Association site should be improved. In addition, the development of the Cottage School site and the adjoining lot was recommended. The two parks would be linked through the closure and linear park treatment of 16th Street, between 11th and 12th Avenues.

The Plan suggested that a concept plan be prepared for the Riverbank Park and pathway system in order to make it a more attractive and usable open space. Interim improvements to the park were outlined. The viability of a future pedestrian/bicycle connection over Bow Trail and the railway will also be investigated. This would increase the accessibility of the area for Sunalta and other surrounding communities.

In order to rectify the deficiency in local recreation opportunities, two options for the land leased by the Calgary Tennis Club were suggested. One involved the conversion of the site into a Sunalta Neighbourhood Park and the relocation of the Calgary Tennis Club to another City-owned site. The other proposed the joint use of the site by the Sunalta Community and the Calgary Tennis Club.

Located in the southern portion of Sunalta, near the residential conservation area, this open space would also ensure a more equitable distribution of recreation land throughout the community. Either alternative would provide some local open space which would serve the existing population as well as create a more appealing residential/living environment for families. A conceptual site plan of potential community activities was outlined based on the community's Open Space Survey.

In summary, following the Inner City Plan guidelines, the Plan's proposals envisaged the Community Association site and Cottage School site becoming predominantly passive parks with possible court-related activity in the northern part of the community. The new Sunalta Neighbourhood Park would serve as a tot lot, community park, and possibly a multi-purpose courts area in the south.

2. Evaluation of Calgary Tennis Club Relocation Sites

In order to facilitate the relocation of the Calgary Tennis Club, an evaluation scheme was devised to assess the capability of developing a tennis facility on alternative sites. Five criteria were used in the assessment. Each criterion was allocated a certain average out of 100%, according to its relative significance as a site requirement. The following is a list of the five criteria:

| | Criteria | Weighted Importance |
|---|---|---|
| 1. | Accessibility | 20% |
| 2. | Site Development Capability | 30% |
| 3. | Social and Environmental Impacts | 25% |
| 4. | Site Potential | 5% |
| 5. | Site Development Costs | 20% |

The criteria were evaluated according to the following factors:

1. Accessibility
   - vehicular access
   - public transit access
   - distance from potential users
2. Site Development Capability
   - size of site
   - physical attributes of soil
   - physical attributes of topography
   - environmental conditions (wind, etc.)
   - availability of utility service (sewer, water electricity, etc.)
   - availability of parking facilities
3. Social and Environmental Impacts
   - compatibility with surrounding land uses
   - privacy invasion in adjacent area (e.g. parking, traffic)
   - disturbance imposed by function (e.g. noise, visual effects, litter, etc.)
4. Site Potential
   - potential for developing year-round facilities
   - potential for future expansion of facilities
5. Site Development Costs

   Site development costs included the costs of servicing, of providing access, and of site facilities development.

   The five sites chosen for evaluation included:

   A. Max Bell Arena Site

   B. Deerfoot Playfields Site

   C. Sunalta Riverbank Sites:
   Pumphouse Theatre Regional Park
   Snow Dump Site

   D. Lindsay Park

   E. Existing Site (Analyzed as Undeveloped)

   The charts on the following pages indicate the results of the evaluation.

# TENNIS FACILITY SITE EVALUATION

| CRITERIA | COMPARABLE FACTORS | | | SITE SCORES | | | | | SITE | TOTAL | WEIGHTING | SCORE |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1. ACCESSIBILITY | 3 points | 2 points | 1 point | A | B | C | D | E | A | 8/9 | x.20 | 0.18 |
| o vehicular access: | The site is accessible primarily by an expressway. | The site is accessible primarily by a collector or major road. | The site is accessible primarily by a local road. | 3 | 1 | 1 | 3 | 2 | B | 5/9 | x.20 | 0.11 |
| o public transit access: | The site is located under a 15 minute walk of the closest public transit stop. | The site is a 15 minute walk of the closest public transit stop. | The site is located over a 15 minute walk of the closest public transit stop. | 2 | 1 | 1 | 3 | 2 | C | 4/9 | x.20 | 0.09 |
| o distance from potential users: | The site is located under 3 km (1.86 miles) from potential users. | The site is located between 3-4 km (1.86 to 2.48 miles) from potential users. | The site is located over 4 km (2.48 miles) from potential users. | 3 | 3 | 2 | 3 | 3 | D | 8/9 | x.20 | 0.18 |
| | | | | | | | | | E | 6/9 | x.20 | 0.13 |
| 2. SITE DEVELOPMENT CAPABILITY | 3 points | 2 points | 1 point | A | B | C | D | E | A | 10/18 | x.30 | 0.17 |
| o size of site | The site is over 1.83 hectares (2 acres) in size. | The site is between 0.71 and 1.83 hectares (1.75 and 2 acres) in size. | The site is under 0.71 hectares (1.75 acres) in size. | 3 | 3 | 3 | 3 | 2 | B | 12/18 | x.30 | 0.20 |
| o physical attributes of the soil | The physical attributes of the soil are excellent for the development of a tennis facility. | The physical attributes of the soil are satisfactory for the development of a tennis facility. | The phusical attributes of the soil pose problems for the development of a tennis facility. | 1 | 2 | 2 | 2 | 3 | C | 15/18 | x.30 | 0.25 |
| o physical attributes of topography | The topography is excellent for the development of a tennis facility. | The topography is satisfactory for the development of a tennis facility. | The topography poses problems for the development of a tennis facility. | 1 | 3 | 3 | 3 | 3 | D | 15/18 | x.30 | 0.25 |
| o environmental conditions (wind, etc.) | Environmental conditions are excellent for the development of a tennis facility. | Environmental conditions are satisfactory for the development of a tennis facility. | Environmental conditions pose problems for the development of a tennis facility. | 1 | 1 | 3 | 3 | 3 | E | 15/18 | x.30 | 0.25 |
| o availability of utility services | In terms of servicing, the site is already equipped to handle the development of a tennis facility. | In terms of servicing, the site could obtain servicing relatively easily for the development of a tennis facility. | In terms of servicing, the site would be difficult to service for the development of a tennis facility. | 2 | 2 | 2 | 2 | 3 | | | | |
| o availability of parking facilities | The site has ample space to provide parking facilities. | The site has sufficient space to provide parking facilities. | The site has inadequate space to provide parking facilities. | 2 | 1 | 2 | 2 | 1 | | | | |

# TENNIS FACILITY SITE EVALUATION Continued...

| CRITERIA | COMPARABLE FACTORS | | | SITE SCORES | | | | | SITE | TOTAL | WEIGHTING | SCORE |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3. SOCIAL AND ENVIRONMENTAL IMPACTS | 3 points | 2 points | 1 point | A | B | C | D | E | A | 8/9 | x.20 | 0.18 |
| o compatibility with surrounding land uses | A tennis facility on the site would complement and enhance the surrounding land uses. | A tennis facility on the site would be compatible with the surrounding land uses. | A tennis facility on the site would detract or be incompatible with the surrounding land uses. | 1 | 1 | 3 | 2 | 1 | B | 5/9 | x.25 | 0.14 |
| o privacy invasion in surrounding areas (parking, traffic, etc.) | A tennis facility on the site would cause no privacy invasion in the adjacent area. | A tennis facility on the site would cause minimal privacy invasion in the adjacent area. | A tennis facility on the site would cause severe privacy invasion in the adjacent area. | 3 | 2 | 3 | 1 | 1 | C | 9/9 | x.25 | 0.25 |
| o disturbance imposed by function (noise, visual effects, etc.) | A tennis facility on the site would cause no disturbance to the adjacent area. | A tennis facility on the site would cause minimal disturbance to the adjacent area. | A tennis facility on the site would cause severe disturbance to the adjacent area. | 3 | 2 | 3 | 2 | 1 | D | 5/9 | x.25 | 0.14 |
| | | | | | | | | | E | 3/9 | x.25 | 0.08 |
| 4. SITE POTENTIAL | 3 points | 2 points | 1 point | A | B | C | D | E | A | 4/6 | x.05 | 0.03 |
| o for developing year-round facilities | The site has great potential for year-round facilities. | The site has some potential for year-round facilities. | The site has minimal or no potential for year-round facilities. | 3 | 3 | 3 | 3 | 1 | B | 6/6 | x.05 | 0.05 |
| o for future expansion | The site has great potential for future expansion of facilities. | The site has some potential for future expansion of facilities. | The site has minimal or no potential for year-round facilities. | 1 | 3 | 2 | 1 | 1 | C | 5/6 | x.05 | 0.04 |
| 5. SITE DEVELOPMENT COSTS | 3 points | 2 points | 1 point | | | | | | D | 4/6 | x.05 | 0.03 |
| | | | | | | | | | E | 2/6 | x.05 | 0.02 |
| o one factor | The development costs of the site are less than $1,000,000.00 | The development costs of the site are between $1,000,000.00 and $1,500,000.00 | The development costs of the site are more than $1,500,000.00 | A | B | C | D | E | A | 1/3 | x.20 | 0.07 |
| | | | | 1 | 2 | 2 | 2 | 2 | B | 2/3 | x.20 | 0.13 |
| | | | | | | | | | C | 2/3 | x.20 | 0.13 |
| | | | | | | | | | D | 2/3 | x.20 | 0.13 |
| | | | | | | | | | E | 2/3 | x.20 | 0.13 |

## Conclusions of Site Evaluation:

| | A | B | C | D | E |
|---|---|---|---|---|---|
| 1. Accessibility | .18 | .11 | .09 | .18 | .13 |
| 2. Site Development Potential | .17 | .20 | .25 | .25 | .25 |
| 3. Social/Environmental Impacts | .19 | .14 | .25 | .14 | .08 |
| 4. Site Potential | .03 | .05 | .04 | .03 | .02 |
| 5. Site Development Costs | .07 | .13 | .13 | .13 | .13 |
| Total/100 | .64 | .63 | .76 | .73 | .61 |
| | 64% | 63% | 76% | 73% | 61% |
| * Non Weighted Scores | 65 | 68 | 75 | 72 | 57 |

The Pumphouse Theatre Regional Park and the Snow Dump Site on 9th Avenue rated most favourably in terms of site development capability (physical attributes, environmental conditions, servicing, etc.), negligible negative social impacts, and potential for expansion and year-round facilities. Consequently, the two Sunalta Riverbank sites were proposed as possible relocation sites within the Sunalta area study boundaries.

## 1.6 Transportation

1. South Downtown Bypass Alternatives

The proposed South Downtown Bypass is considered to be an important component of the City transportation system and is supposed to reduce the downtown through traffic as well as provide access to adjacent developments. As part of the Sunalta Area Redevelopment Plan, the Transportation Department reviewed possible alternative alignments for the South Downtown Bypass between 14th Street and Crowchild Trail on the assumption that the continuity of the Bypass between Deerfoot Trail and Crowchild Trail was essential to the transportation system.

Three basic alternatives were examined for the South Downtown Bypass through Sunalta:

Alternative 1: Existing 11th and 12th Avenue Couplet

This option would retain 11th and 12th Avenues as a couplet system to form the Bypass, tying into Crowchild Trail as outlined in the Crowchild Trail South Functional Study.

Alternative 2: 10th and 11th Avenue Couplet

This alternative would relocate the Bypass to 10th and 11th Avenues, operating with 10th Avenue one-way westbound and 11th Avenue one-way eastbound. Connections to Bow Trail and Crowchild Trail would be via 19th Street. 10th and 11th Avenues would connect back to 11th and 12th Avenues west of 14th Street.

Alternative 3: 10th Avenue 2-Way

This alternative would relocate the one-way couplet to 10th Avenue which would operate as a two-way road. The roadway would be relocated to the north side of the existing 10th Avenue right-of-way, leaving the existing 10th Avenue discontinuous to provide access to adjacent properties. Because of the geometric design, only one access would be allowed to 10th Avenue from Sunalta — via 17th Street. 10th Avenue would connect back into 11th and 12th Avenues west of 14th Street.

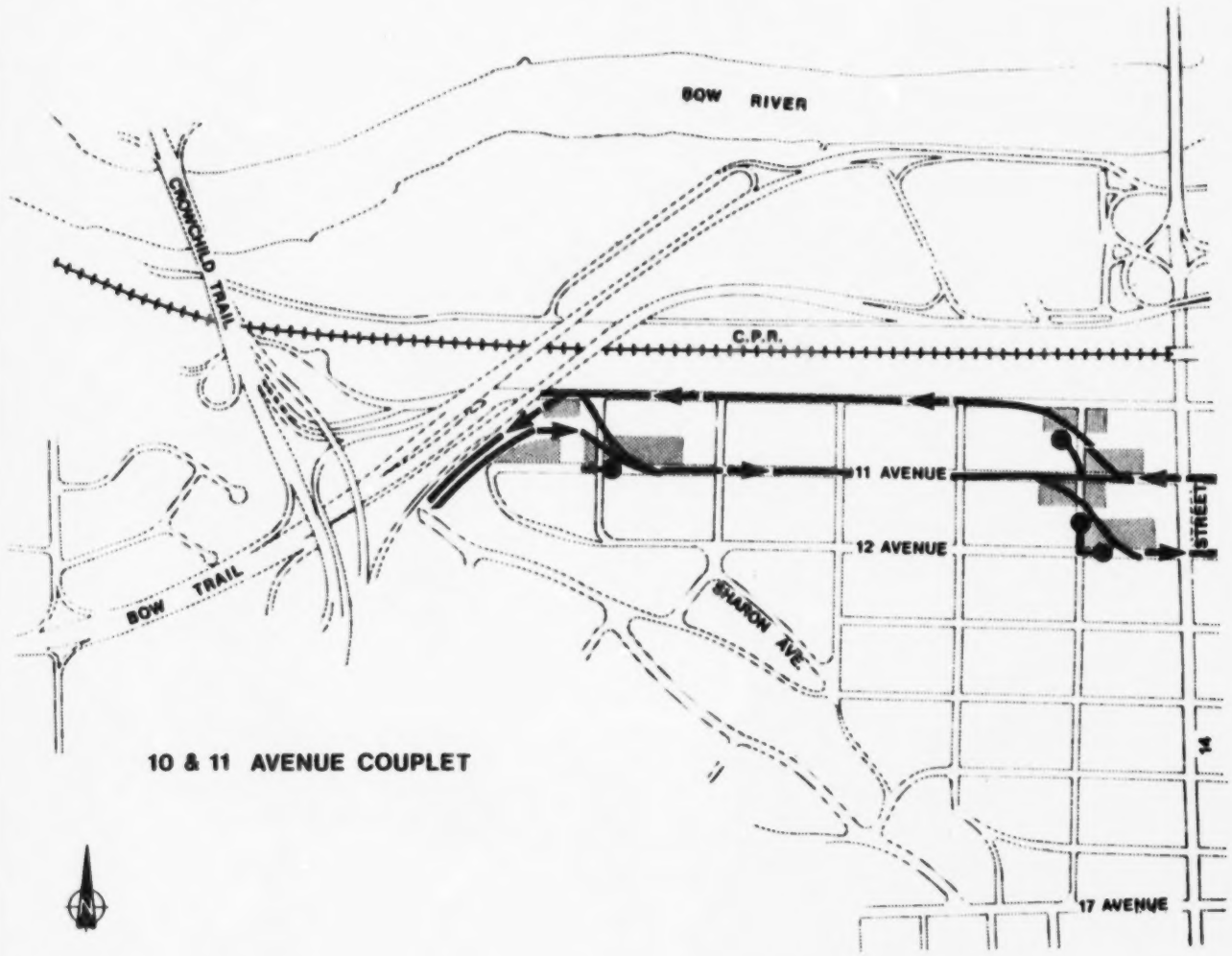
MAP No 8

# SUNALTA

## TRANSPORATION ALTERNATIVE NO 2

**Legend:**

- MAJOR ROAD AND TRAFFIC DIRECTION
- REQUIRED PROPERTY ACQUISITIONS
- DEAD END

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PLANNING DEPARTMENT

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The three alternatives were compared under the following categories:

**Impacts on the Community**

Community Cohesion
Noise and Air Pollution
Pedestrian Access
Public Transit
Land Acquisitions/Disruption to Existing Land Uses

**Transportation Considerations**

Traffic Volumes
Accidents/Speed
Traffic Operations
Geometric Design
Cost

The charts on the following pages indicate the assessments of the factors as well as the preferred alternative for each.

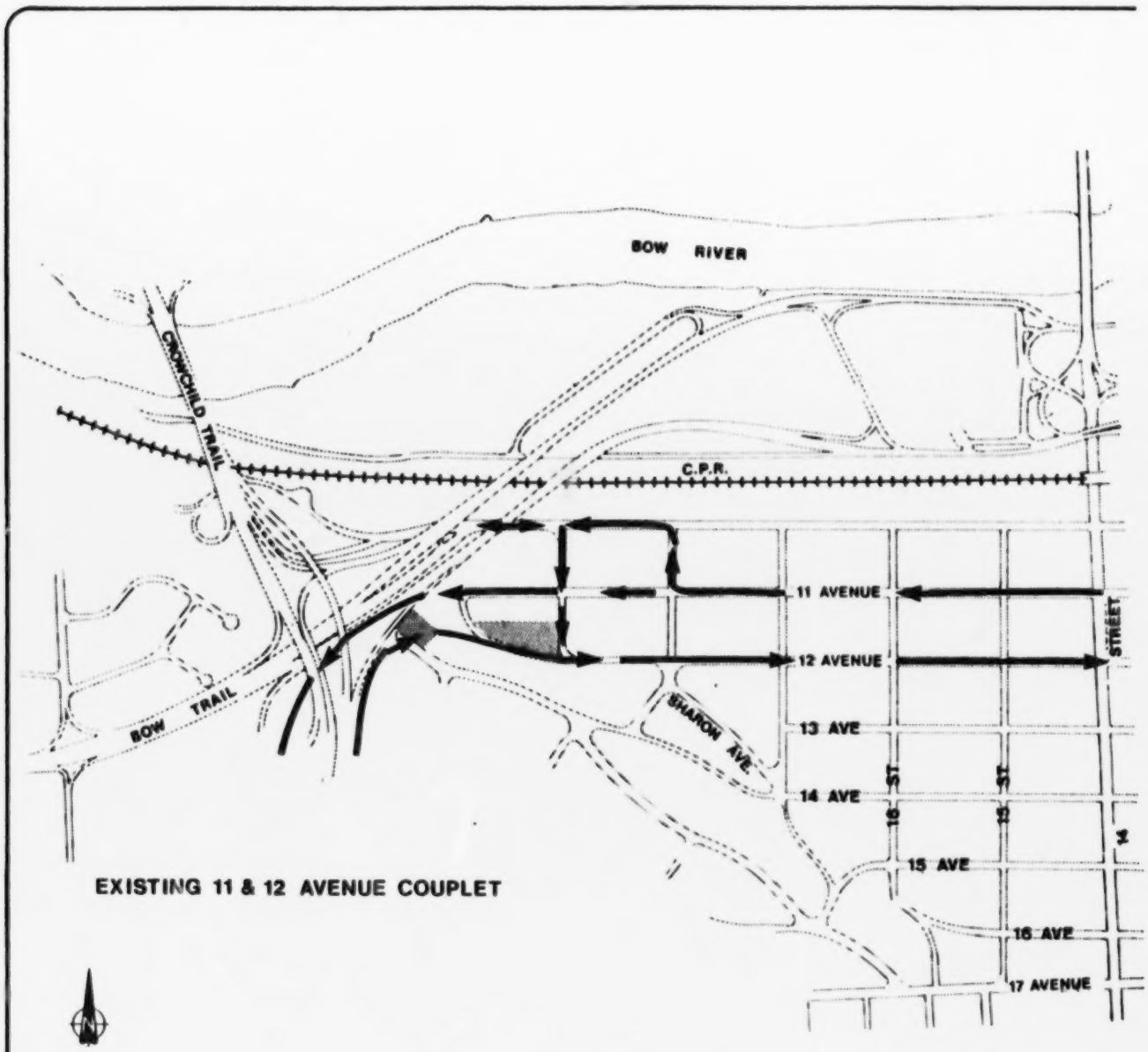
MAP No 9

# SUNALTA

## TRANSPORATION ALTERNATIVE №1

**Legend:**

- MAJOR ROAD AND TRAFFIC DIRECTION
- REQUIRED PROPERTY ACQUISITIONS




EXISTING 11 & 12 AVENUE COUPLET

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IMPACTS ON THE COMMUNITY

| Alternatives | Community Cohesion | Noise and Air Pollution | Pedestrian Access | Transit | Land Acquisition/ Disruption to Existing Land Uses |
|---|---|---|---|---|---|
| Existing 11/12 Avenue Couplet | - major negative effects on area because the Bypass divides the community in two. | - existing air and noise pollution above acceptable levels and likely to increase so major negative effect on residential area. | - Accident data does not indicate problems for pedestrians.<br>- greatly impairs accessibility to community facilities on 10 Avenue and to river. | Preferred Alternative:<br>- existing transit routes serve community well. | Preferred Alternative:<br>- because this retains the status quo, it has limited additional land requirements. |
| Proposed 10/11 Avenue Couplet | - moderate negative effects on area because the Bypass would be removed slightly from the residential area. | - noise and air pollution would remain above acceptable levels but would be removed from some of the residential properties. | - would improve access between 12 Avenue and southern portions of community.<br>- accessibility to community facilities and river would still be difficult. | - less convenient for residents because it would require the closure of 12 Avenue and the relocation of Bus 17 to 11 and 10 Avenues. | - this would necessitate major land acquisition along 19 Street between 10 and 12 Avenues to make connection to Crowchild Trail and along 15 Street between 10 and 12 Avenues to return to 11 and 12 Avenue Couplet. |
| Proposed 10 Avenue Two Way | Preferred Alternative:<br>- minimum negative effects because the Bypass would be removed to the periphery of the community. | Preferred Alternative:<br>- noise and air pollution would remain above acceptable levels but would be removed completely from the residential area. | Preferred Alternative:<br>- least negative effect on pedestrian movements within community.<br>- access to river would still pose difficulties. | - severely reduce transit service convenience for residents because it would require the closure of 11 and 12 Avenues and the relocation of Bus Route 17 to 10 Avenue. | - this would necessitate the most extensive land acquisition including all the properties along the north side of 10 Avenue from west 19 Street to 15 Street as well as land to make connections to Crowchild Trail and to 11 and 12 Avenues. |

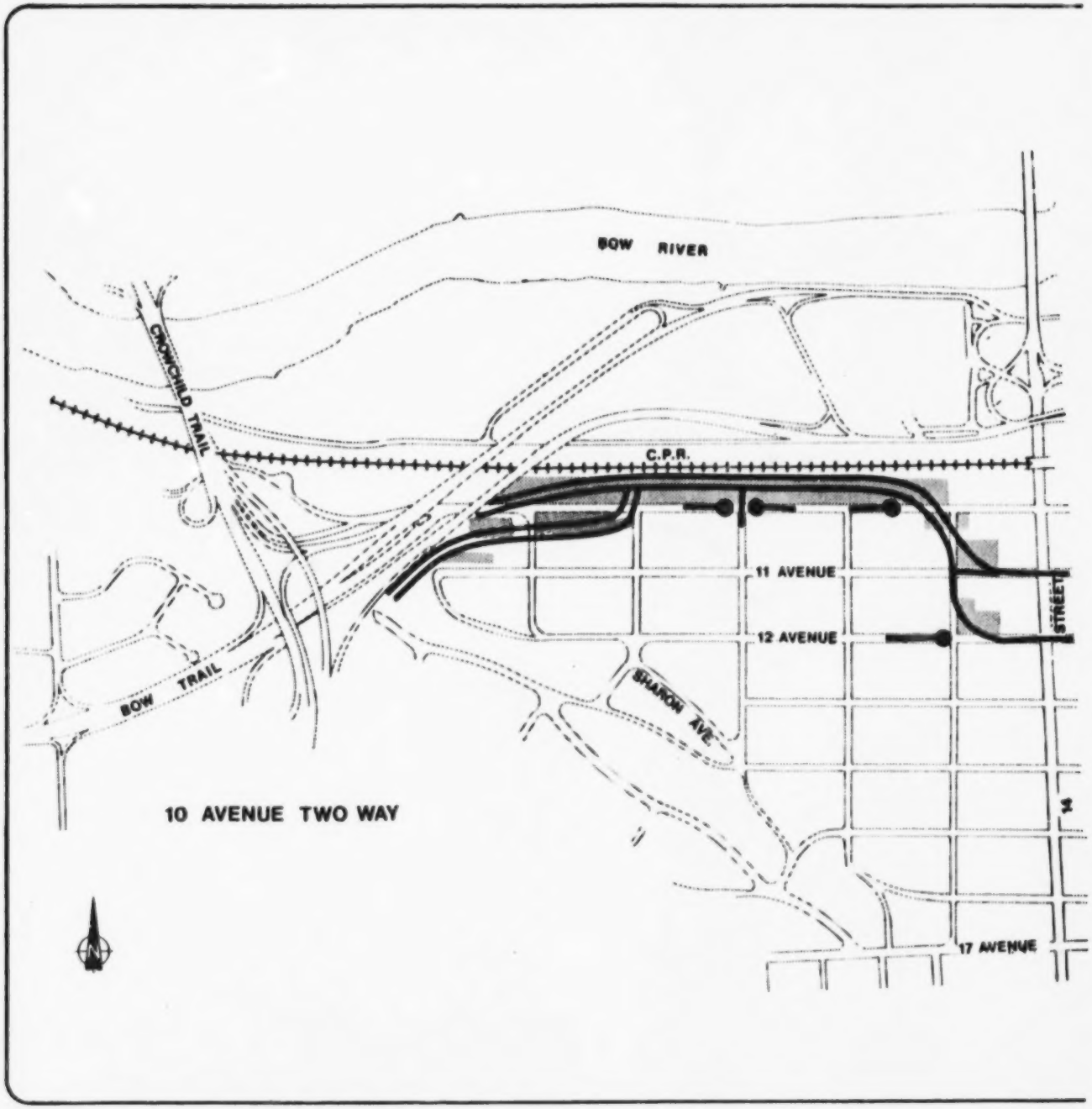
MAP No 10

# SUNALTA

## TRANSPORATION ALTERNATIVE №3

**Legend:**

- MAJOR ROAD AND TRAFFIC DIRECTION
- REQUIRED PROPERTY ACQUISITIONS
- DEAD END

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TRANSPORTATION CONSIDERATIONS

| Alternatives | Traffic Volumes | Accidents/Speed | Traffic Operations | Geometric Design | Cost |
|---|---|---|---|---|---|
| Existing 11/12 Avenue Couplet | - when the Bypass is completed, volumes would increase. | Preferred Alternative:<br>- given the standard of roadway and volume of traffic, no problems exist or are anticipated. | Preferred Alternative:<br>- better transition to ramps from Crowchild.<br>- would not require "S" curves to return to 11/12 Avenue alignment west of 14 Street.<br>- would provide for better lane operation and traffic flow. | Preferred Alternative:<br>- would provide most efficient connections to Crowchild Trail and would not require curvilinear alignment to connect back to 11 and 12 Avenues. | Preferred Alternative:<br>Construction - $2,500,000<br>Land Acquisition - $1,750,000<br>Total - $4,250,000 |
| Proposed 10/11 Avenue Couplet | - when the Bypass is completed, volumes would increase. | - the introduction of the curves at Crowchild Trail and west of 14 Street would increase the potential for accidents but also would reduce traffic speeds. | - some operational problems:<br>- this would need 3 through lanes through curves west of 14th Street and an approach to Crowchild, eliminating parking on 10 Avenue between 15 and 17 Streets and on approach to Crowchild.<br>- this would require closure of 12 Avenue and 15 Street between 10 and 12 Avenues.<br>- would require new curves on approach to Crowchild which would reduce efficiency of traffic flow. | - would require curvilinear connections to Crowchild Trail and to 11 and 12 Avenues. | Construction $ 1,100,000<br>Land Acquisition $27,200,000<br>Connection to Crowchild Trail $ 3,600,000<br>Total $31,900,000 |
| Proposed 10 Avenue Two Way | - when the Bypass is completed, volumes would increase. | - two way and curvilinear alignment would greatly increase potential for accidents and would reduce traffic speeds. | - severe operational problems:<br>- proposed intersection of ramps from Crowchild and 10 Avenue would not be able to accommodate traffic.<br>- would require 3 lanes in each direction.<br>- access and egress to and from Sunalta would be seriously constrained because only one intersection allowed at 17 Street.<br>- inefficient in moving traffic. | - would require extension of a two way ramp to connect to Crowchild with a signalized intersection on 10 Avenue which would defeat purpose of Bypass.<br>- would require curvilinear alignment to Crowchild and west of 14 Street which would cause operational problems and disruption to existing land uses.<br>- would eliminate intersections with 10 Avenue except at 17 Street, limiting access to surrounding areas. | Construction $ 1,900,000<br>Land Acquisition $40,000,000<br>Connection to Crowchild Trail $ 3,660,000<br>Total $45,560,000 |

2. Conclusions of the Review of the South Downtown Bypass Alternatives

In assessing impacts on the community, the proposed 10th Avenue Two-Way was the preferred alternative in terms of:

i) increasing community cohesion;
ii) lessening noise and air pollution in residential areas;
iii) facilitating pedestrian movement within the community.

The 11th and 12th Avenue Couplet was the superior option in evaluating:

i) the most convenient public transit service for area residents;
ii) the minimum land acquisition requirements;
iii) the least disruption to existing land uses.

The 10th and 11th Avenue Couplet would not substantially lessen the negative impact on the community imposed by the existing system.

The 11th and 12th Avenue Couplet was the preferred alternative in weighing transportation considerations, since it would:

i) not increase the potential for accidents;
ii) engender few traffic operational problems; and
iii) involve the most efficient geometric design.

The other two routes, from a transportation perspective, would be less acceptable.

Consequently, the 10th Avenue two-way route would pose substantial operational and design problems. On the other hand, the 10th and 11th Avenue Couplet would accomplish minimal improvements to the impacts of the existing system. These two considerations, together with the cost implications of recommending either of these alternatives, made it difficult to propose anything other than the retention of the existing 11th and 12th Avenue Couplet.

3. West Light Rail Transit

Regardless of the choice of corridors between the Bow Trail and 17th Avenue, the West Light Rail Transit route will pass through Sunalta. Neither alignment should adversely affect the land use recommendations of this Area Redevelopment Plan.

The possible location of an L.R.T. station north of the C.P.R. tracks was one of the many factors which affected the decision to propose a mixed use policy and to encourage residential land use in the area. The Bow Trail route is currently the preferred corridor of the City administration.

Because neither the Bow Trail nor the 17th Avenue route has been officially approved, it was difficult to address this issue in any comprehensive way. Furthermore, there was a significant difference in the implementation periods of this Area Redevelopment Plan (10-15 years) and the West Light Rail Transit system (20 years).

## 2.0 BACKGROUND TO POLICY FORMULATION

### 2.1 The Planning Process

This section outlines various stages of the planning process undertaken in order to formulate the Sunalta Area Redevelopment Plan.

- On May 7, 1979, City Council approved the Inner City Plan.
- In May 1979, open houses were held in Sunalta to discuss planning concerns in the community. The results of these gatherings were summarized in the SUNALTA ISSUE IDENTIFICATION REPORT, published in September 1979.
- In September 1979, a SUNALTA EXISTING CONDITIONS REPORT was also published which contained background information and statistical data about the community.
- In May 1980, a Community Planning Advisory Committee was established, representing various community interest groups. The Committee met with the Planning Department in an advisory capacity until December 1981.
- Also in May 1980, the Planning Department circulated a letter to Sunalta property owners and residents notifying them that the community planning process was beginning. A site office, located within the community, was made available for further public consultation at this time.
- In October 1980, City Council authorized funding for the Sunalta Community Association to hire a part time facilitator to arrange individual block meetings and discuss resident concerns. The Community Association conducted a survey of residents concerning local planning issues and social concerns.
- Throughout the process, contacts were made with representatives from the development industry such as BOMA, HUDAC, and UDI, and other local commercial and business interests.
- A draft Area Redevelopment Plan was released in January 1982, and was in public circulation until April 1982. A copy of the draft A.R.P. or a publications announcement was sent to interested groups in the community.
- In February 1982, open houses were held in Sunalta to gather responses to the draft A.R.P.'s proposals.
- In March 1982, the Sunalta Community Association conducted a survey of residents concerning their preferences with regard to local open space and recreation facilities.
- Various meetings were held during this circulation period with representatives from the community and Calgary Tennis Club to discuss local open space issues.
- During this time, discussions were again held with the development industry and business interests.

## 2.2 Community Issues and Concerns

Community issues and concerns described in this section were derived from the public participation program conducted in the period beginning in May 1979. It includes opinions gathered at Open Houses, through the Community Planning Advisory Committee meetings, as well as in a Community Association survey of Sunalta residents.

### 2.2.1 Residential Land Use

Sunalta residents were in favour of preserving the many well maintained, older homes in the area, especially those on 13th and 14th Avenues. The area was considered by most to be an attractive, reasonably safe, convenient place to live. Even the neighbouring apartment dwellers were as concerned about preserving these houses as the occupants.

Residents attributed the deterioration of the community partially to the present land use designation of RM-5, which permits four storey walk-up apartments. The anticipation of future demolition and redevelopment to higher densities seemed to reduce property owner incentives to up-grade their homes. Many absentee landlords were viewed as being insensitive to the community.

The absence of caretakers in apartment blocks was identified as another issue. Caretakers assumed some on-site responsibility for maintenance concerns in the absence of the owner. Where there was no caretaker, deterioration was apparently noticeable.

Many identified existing apartment buildings as causing problems. Some apartment dwellers felt that the occupants of adjacent apartments were a source of noise in the community. Residents believed that apartments attracted a more transient residential population, who were less interested in contributing to the area. Consequently, more apartments were considered undesirable.

Recommended improvements included the protection of individual housing and residential blocks that were judged to be worth preserving, particularly between 13th and 16th Avenues and between 15th and 17th Streets. In addition, some property owners favoured redevelopment to accommodate the demand for dwelling units close to downtown.

### 2.2.2 Commercial Land Use

1. <u>14th Street and 17th Avenue Commercial Developments</u>

   Most residents seemed satisfied with the present level of business services in the area. However, they were opposed to commercial development intruding into residential areas and wanted to prevent any potential expansion along residential streets.

   Small developments (i.e. specialized stores) were considered more desirable and less overpowering. All agreed that new businesses should not increase traffic and parking problems in the neighbourhood.

2. 10th Avenue Commercial Developments

Generally, Sunalta residents felt that the commercial establishments which have been moving into the 10th Avenue area should be encouraged. They were considered to be not only an asset to the community but also a buffer between the C.P. Railway and residential areas.

Some of the business interests indicated that the proximity to the downtown core was essential to their operations. They were supportive of the idea of redesignation to a commercial district with higher densities than presently allowed.

### 2.2.3 Open Space and Recreation Facilities

The basic concern raised by residents was the shortage of appealing, accessible open space and recreation facilities in the community. They emphasized the need to upgrade existing recreation areas but were opposed to the acquisition of additional land, particularly south of 12th Avenue, since this would necessitate the elimination of existing housing units.

The Community Association site was described as bleak, exposed, unattractive, and somewhat isolated from the southern portion of the community because of the 11th and 12th Avenue Couplet. The residents believed that the presence of the utility poles limited its usefulness for active recreation activities as well.

The community suggested that pedestrian access to the site be improved, the planting of mature trees and shrubs and earth berming be used to buffer the site, and finally, benches and tables be provided for people to sit down and relax. The Community Association building was viewed as being an ideal location for the community pub and other social activities. However, relocation to a more central location was also considered viable.

Residents proposed two other alternatives for expanding open space opportunities — utilizing the now vacant Sunalta Cottage School for community cultural purposes, and examining potential street closures for conversion to residential pedestrian malls, playgrounds and other open space uses.

Sunalta residents felt that the riverbank area was underutilized because it was inaccessible due to the maze of roads and the railway right-of-way. They recommended that some form of safe, convenient pedestrian connection linking Sunalta and Scarboro with the riverbank property be provided.

Finally, the residents argued that the Calgary Tennis Club monopolized one of the largest recreation areas in Sunalta. Most felt that public access to the facilities was not adequately accommodated or encouraged. Reinforcing this was the presence of the solid fence, which physically separates the Club's activities from the community. Many complained that the grounds and fence were poorly maintained.

The community indicated an interest in using this site for their Community Association. The conversion of this site to community purposes would resolve the dilemma of adding much needed recreation facilities in Sunalta without destroying any existing housing.

### 2.2.4 Transportation

1. 11th and 12th Avenue Couplet

Residents believed that through traffic was creating a negative impact on their community. The major traffic problem identified was the 11th and 12th Avenue Couplet. They felt that not only did this transportation corridor divide the community, but it also undermined the stable residential character of the area.

Traffic volumes and noise from trucks along 11th and 12th Avenues were viewed as a contributor to the deterioration of the older, well maintained one and two storey residences. As a result, this residential area was considered a less attractive place to live. Pedestrians also did not feel safe using the crosswalk intersections of the couplet system.

Sunalta residents felt that the transportation corridor should be moved north to facilitate safe pedestrian movement and to better integrate the community. They suggested the following alternatives:

a) that the 11th and 12th Avenue couplet be shifted to 10th and 11th Avenues;

b) that 11th and 12th Avenues be changed to two-way traffic, and 10th Avenue be upgraded to handle increased traffic volumes; or

c) that reversible lanes be used on 10th Avenue to accommodate peak flow periods.

Regarding pedestrian access across these routes, it was suggested that speed bumps, crosswalks, or a pedestrian overpass be located in the vicinity of the Sunalta Community Park.

2. Ramp Connecting Crowchild Trail and 12th Avenue

Residents expressed concern about this proposed connection through their community. It was felt that it would increase vehicular volumes, exacerbating an already existing problem. Access would be difficult to and from driveways fronting on 12th Avenue, because of a blind spot at the corner of 12th Avenue and 19th Street and heavy vehicular traffic. Residents who recommended against the proposed ramp were in favour of reduced speed limits to alleviate the forementioned problems.

3. Shortcutting of Vehicles Through Local Streets

It was pointed out that residential streets were being used by vehicles as shortcut routes for north/south movement. Streets most often named were 15th and 16th Streets, between 10th and 17th Avenues. Other than automobiles, a prime offender in this regard was reported to be Consolidated Concrete, whose trucks allegedly use these shortcuts. Adjacent and nearby homeowners complained about dust and vehicle noise from passing cement trucks.

Residents suggested that the use of stop and yield signs, coupled with road closures (via cul-de-sacs) placed near strategic intersections, would reduce and/or eliminate unwanted shortcut routes. Similar measures would reduce the impact of the trucks from Consolidated Concrete.

4. Condition of Back Lanes

There was general concern about the conditions in some back lanes of the area, such as:

- dust raised from traffic in lanes;
- shortcutting by cars through the lanes;
- visual impact made by unkempt back yards, which abut the lane right-of-way;
- garbage control and presence of 'abandoned' automobiles.

Some residents felt that paving the lanes and installing sizable speed bumps would enhance both visual aspects and property values, while discouraging through traffic. In addition, the idea was raised of closing off one end of the lane at each block, thereby effectively limiting access to local residential traffic only.

5. Pollution

Residents complained that noise and dust pollution caused by vehicular traffic on 10th, 11th and 12th Avenues was so severe that people could not open their windows. Some indicated that heavy trucks with gravel, sand and cement added greatly to the noise and air pollution north of 13th Avenue and even caused many apartments to vibrate.

### 2.2.5 Social Concerns

1. Crime and Delinquency

Crime and delinquency were mentioned by residents as important problems. It was recommended that recreation programs be implemented to compensate for the lack of accessible open space. It was felt that these programs and other organized activities might help to control crime and vandalism.

The Sunalta Community Hall was perceived to be well used and therefore suited to such a program of activities. Similarly, others believed that greater use should be made of area schools for year round recreational purposes.

2. Safety

While residents considered the community a reasonably safe place to live, there were a number of safety issues raised. Some residents mentioned the poor condition of sidewalks due to inadequate repairs following excavations by city work crews. It was felt that this created a safety hazard particularly for older people in the area.

There was concern expressed about the transportation of hazardous materials on the C.P.R. line. Fear of fire in abandoned houses was also mentioned. These houses were considered to be a danger to children as well as an attraction to a transient type of population.

## 2.3 Present Policies Affecting the Area

### 2.3.1 General Policy Direction

1. The Calgary General Municipal Plan

   The approved growth strategy outlined in the Calgary General Municipal Plan (1978) gives direction for change within the Inner City. The Plan established broad goals related to population growth, community stability, and neighbourhood conservation.

2. The Inner City Plan

   The Inner City Plan recommended general policies to be used in the preparation of an Area Redevelopment Plan for Sunalta. While one of the goals of the Area Redevelopment Plan is to implement those policies, there exists some latitude in their application on a site specific basis provided that the general intent of the policies are adhered to.

### 2.3.2 Residential Land Use

The Inner City Plan recommended two general residential land use policies for Sunalta. These were conservation and medium low density.

1. Conservation

   "The intent within areas designated for conservation is to retain the existing character and quality of the area. These areas should function as stable family residential neighbourhoods. Portions of such areas should be preserved (protected from more intensive redevelopment), other parts may accept some new redevelopment so long as it respects and enhances the existing fabric of the community."

2. Medium Low Density

   "This density range related to existing R-2 - R-3 (RM-3 - RM-4) land use classification and would allow for 23 to 65 units per net acre. The intent is to provide a variety of housing opportunities with some emphasis on family accommodation. Building height and form should respect the character of surrounding buildings and should not in any case exceed 28'. Fifty percent of the units should contain two bedrooms or more and have access to private open space at grade. Single family, duplexes, fourplexes, row housing, stacked townhouses and walkups could be built in these areas."

   It is important to note that the precise boundaries and extent of these areas is to be determined at the community level with the participation of local interest groups.

### 2.3.3 Commercial Land Use

1. 14th Street and 17th Avenue Commercial Developments

No specific policy guidelines exist for the orientation (i.e. auto/pedestrian) or market area (local/regional) of the commercial strips located in Sunalta. The Inner City Plan recommended that 17th Avenue, between 14th Street and 4th Street, be designated a regional, pedestrian commercial area. The proximity of this area has implications for the commercial properties in Sunalta adjacent to it.

2. 10th Avenue Commercial Developments

There are no official guidelines applying specifically to the industrial and commercial development of 10th Avenue. Two locations, both outside of the Inner-City area, have been identified for the concentration of industrial activities in Calgary — the Foothills subdivision and vicinity in the Southeast, and the area around the Airport in the Northeast. In addition, one of the objectives of the 'growth strategy' outlined in the Calgary Municipal General Plan, and reiterated in the Inner City Plan, was to encourage the decentralization of office development and the generation of new employment outside the downtown core area. Both of these policies affect the orientation of the future development of 10th Avenue.

### 2.3.4 The Area North of the C.P.R. Tracks

No specific policies apply to the area north of the C.P.R. tracks, except for the parks and pathway system. The proposed Calgary River Valleys Plan indicated that the rest of the area is outside the boundary of the floodway and flood plain limits of the Bow River. Consequently, none of the policies or advisory guidelines for Floodplain Management outlined in the River Valleys Plan apply to the Sunalta area.

### 2.3.5 Open Space and Recreation Facilities

1. The Inner City Plan

Guidelines for local recreation facilities are analyzed in the Inner City Plan, which interpreted open space as serving two functions — satisfying existing demand and attracting certain population groups (particularly families) to specific areas. No open space standards currently exist for inner city communities, where land is less readily available for acquisition and development for recreational purposes.

The Inner City Plan suggested that essential local open space requirements include facilities such as tot lots, passive parks, community parks and multi-purpose courts. One site could combine any number of these functions. However, as the Plan indicated, neither a regional park nor a visual amenity (like the escarpment) should be adequate substitutes for local open space and recreation facilities.

In terms of implementation, the Inner City Plan suggested various ways in which local open space might be obtained. These include:

- improving the quality and usefulness of existing open space;
- street closures;
- redevelopment levies;
- development requirements;
- land purchase;
- use of school property;
- bonusing systems.

2. The Parks/Recreation Department's Policy and Systems Plan

The Parks/Recreation Department Policy and Systems Plan endorsed the following concepts which affect the issues in Sunalta:

a) the leasing of land suitable for recreational purposes to non-profit organizations which promote social/ recreational activities that benefit themselves and the public; and

b) the provision of adequate open space in redeveloping areas of the City.

3. The Calgary River Valleys Plan

Some of the regional open space and recreation facilities, located within the Sunalta Area Redevelopment Plan boundaries, are affected by the policies outlined in the proposed Calgary River Valleys Plan, which adopted a systematic approach to developing land along the City's rivers/creeks. The River Valleys Plan recommended that the Parks/Recreation Department prepare detailed land use concept plans ('Master Plans') for regional parks located along the rivers. In addition, the Plan suggested that the Transportation Department should facilitate safe and convenient public access to the riverbank park areas by providing appropriate pedestrian/cyclist crossings across major transportation corridors.

The Calgary River Valleys Plan also proposed that the Parks/Recreation Department re-evaluate the walkway/pathway system along the riverbank. Alternatives, which should be examined, include night lighting along the pathways, expanding the current standard path width in relation to types of users (pedestrians, joggers, cyclists, cross-country skiers, etc.), possibly separating lanes for pedestrians and cyclists, and improving maintenance. When implemented, these policies will enhance the attractiveness, and hence usability, of the riverbank park and pathway areas in Sunalta.

### 2.3.6 Transportation

1. Inner City Plan

The Inner City Plan indicated that 11th and 12th Avenues were planned to be part of a major east-west crosstown transportation system, called the South Downtown Bypass. The Plan provided for a review of this couplet between 14th Street West and Crowchild Trail during the preparation of the Sunalta Area Redevelopment Plan, in order to consider alternative routes that would have less impact on the Sunalta area.

According to the Plan, 14th Street, 17th Avenue, 11th and 12th Avenues, Bow Trail were primary thoroughfares (major standard roads); 10th Avenue was a secondary thoroughfare (collector standard road); and the balance of the streets were defined as local streets.

2. Crowchild Trail South Function Planning Study

This study, approved by Council on December 18, 1978, adopted a recommendation permitting a connection from Crowchild Trail to the 11th and 12th Avenue Couplet in Sunalta. These connections are to be constructed as part of the implementation of the South Downtown Bypass. The construction timing has not yet been established.

3. 14th Street W. Transportation Systems Management/Functional Study

The Transportation Department is presently undertaking the 14th Street Transportation Systems Management/Functional Study. The purpose of this study is to address any future improvements that may be required to 14th Street, between John Laurie Boulevard N. and 38th Avenue South. It is anticipated that this study will be completed by the end of 1982.

4. West Light Rail Transit Functional Study

This study is presently underway to determine the most appropriate route between Strathcona and the Downtown. There are two principal corridors under consideration: Bow Trail and 17th Avenue. Furthermore, within each of these corridors, there are a number of alternative alignments being evaluated. The City Administration has indicated that its preferred route is the Bow Trail. Official approval of the corridor has not been given. A report is tentatively scheduled for presentation to Council in the fall of 1982.

5. Bow Trail Connectors: Preliminary Design Study

The Bow Trail Connectors Study identified a roadway system for upgrading Bow Trail from 24 Street West to 7 Street West, in order to provide a high standard access route to the downtown core for the North West, West and portions of South West Calgary. Within the Sunalta study boundaries, this will mean that the Bow Trail Eastbound and Westbound will be widened to four lanes each to accommodate projected traffic flows. Additional ramps will also be constructed at 14th Street to improve northbound and southbound connections to the system.

### 2.3.7 Local Improvements

The poor condition of some of the roads and sidewalks in Sunalta is partially due to their age and occasionally results from redevelopment. In the case of new developments, the developer is responsible for replacement to a satisfactory standard. Other upgrading of facilities would be conducted under the Local Improvement Program.

1. Local Improvements Initiated by Property Owners

Under the Local Improvement Program, residents can petition the City of Calgary Engineering Department to upgrade roads, sidewalks and rear lanes in their community. All costs of improvements are amortized over a 20 or 25 year period (depending on the particular request) and charged to adjacent owners.

If the petition for improvements has the approval of 2/3 of the adjacent owners, representing at least 1/2 of the assessed value of the properties, the petition can be forwarded to City Council for its consideration. Improvements to street lighting can be similarly sought under a Local Improvement Program and will be installed by the City Electric System.

2. Local Improvements Initiated by the City

The Engineering Department monitors the City's existing roadways annually as well as a complaint basis. Serious problems which impinge upon the safety of the facilities are thus identified and corrected. All reconstruction under these circumstances is charged to the adjacent owners as a Local Improvement initiated by City Council.

# 3.0 COMMUNITY PROFILE

## 3.1 Historical Development

Sunalta was annexed to the City of Calgary in 1907 at the initiation of the Canadian Pacific Railway. The area was subdivided in two main phases. The subdivision and construction of the first phase occurred during 1909 to 1912. The area was laid out in a grid pattern with a predominance of 25' by 130' lots.

A second subdivision was approved in 1911. This phase included the area of Sunalta west of 17th Street to Crowchild Trail, and part of Scarboro east of Crowchild Trail. The area within the Sunalta community below the escarpment followed the grid pattern of the earlier Sunalta subdivision but was laid out in larger lots (50' by 130').

In Scarboro, development followed the contour lines; street names rather than numbers were used. A restrictive covenant was placed on lots that is still in effect today. It outlined restricted uses that were considered to be in conflict with the residential nature of the subdivision.

By 1912, Sunalta had become an established residential community. At that time, the community had the Sunalta Cottage School (1911), Sacred Heart School (1912), and the Calgary Tennis Club (relocated from Mount Royal to its present site).

In 1934, City Council approved Calgary's first Zoning By-law. Sunalta was classified "two family" residential R-2, "intermediate commercial" C-3, and "light industry" I-2.

During the 1950's redevelopment pressures were responsible for a change in the zoning of the community. In order to permit development at higher densities, the residential part of Sunalta was reclassified to R-4 (RM-5) which allowed four storey walk-up apartments.

## 3.2 Demographic Data

There are approximately 3200 persons living in 1850 dwelling units in Sunalta (1981 Civic Census). This amounts to 121 persons per net hectare (49 per net acre) in the residential area south of 10th Avenue.

Sunalta is experiencing a number of demographic changes common to all inner city communities in Calgary. These include:

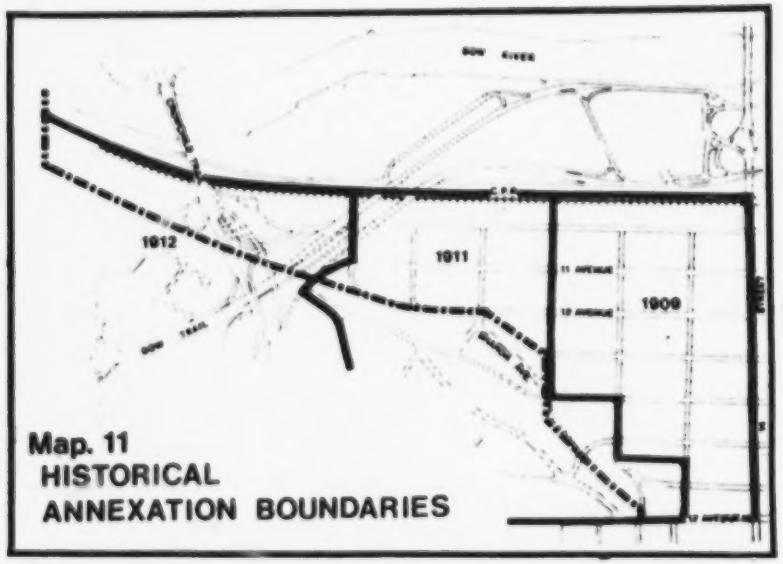
a) the maintenance of its existing population level;

b) an increase in the 20 - 30 year old age group;

c) a decline in the average household size;

d) an increase in the number of apartment dwellers.

**MAP 11 - HISTORICAL ANNEXATION BOUNDARIES**



Many of these trends are also typical of nation-wide inner city patterns.

1. Family Structure

   The 1976 Canada Census indicated that 48 of every 100 private households in Sunalta were family oriented. By Census definition "family" refers to married couples with or without children, or single parents with children.

   Another indicator of family structure is the pre-school population. Between 1969 and 1978, the number of children less than six years of age in the community decreased 65%, from 306 to 108. Recent statistics from the 1980 and 1981 Civic Census indicate that this trend may be changing. In one year, the 0-4 age group in Sunalta increased by 38.8% from 90 to 125. The 0-14 age group now comprises 8.9% of the population of the proposed conservation area and 5.9% of those north of 12th Avenue.

2. Home Ownership

   According to the 1981 Civic Census, 65% of all single family houses and duplexes in Sunalta's conservation area south of 12th Avenue are owner occupied. Condominium apartment ownership is not included in these figures but condominiums are currently a minor percentage of Sunalta's total dwelling units.

## 3.3 Existing Land Use Districts

The RM-5 district is the predominant residential land use district in Sunalta. Located south of 10th Avenue, this district permits four storey walk-up apartments. In addition, portions of 12th Avenue are designated RM-4 which allows three storey walk-up apartments.

A C-3 district is located along two of Sunalta's major roads, 14th Street and 17th Avenue. The C-3 district provides for general commercial development to a maximum height of 46 m (150').

An I-2 district exists along 10th Avenue and the Canadian Pacific Railway line. It accommodates light industrial uses.

The area north of the C.P.R. tracks consists of a mixture of P.E. (Park and Education), D.C. (Direct Control), C-3, I-2, and A (Agriculture and Open Space) districts. The D.C. district is designed for an automobile dealership.

Finally, a D.C. district applies to an apartment building containing a grocery store along 11th Avenue.

MAP No 12

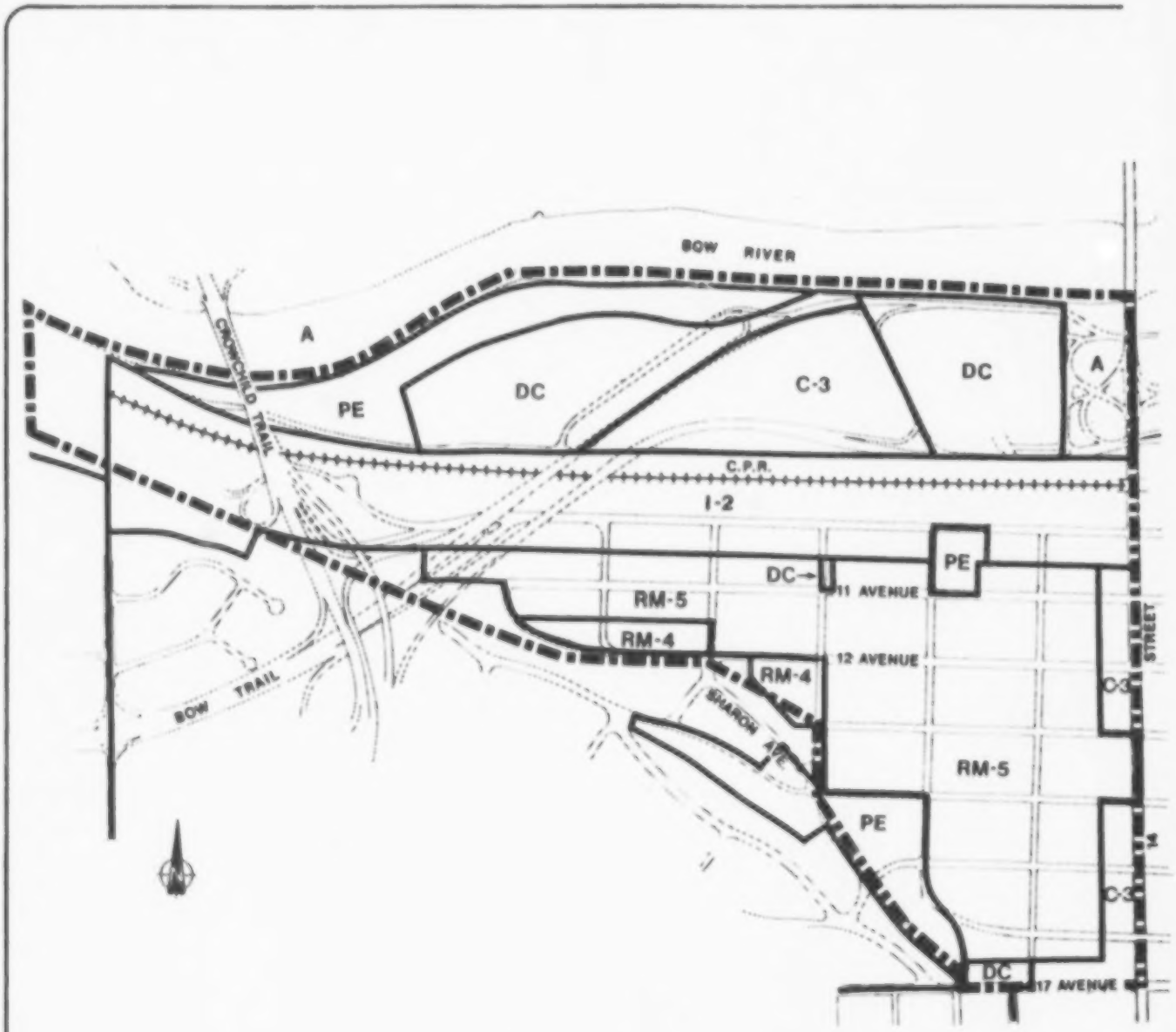
# SUNALTA

TITLE
**EXISTING LAND USE DISTRICT**

**Legend:**

| | |
|---|---|
| A | AGRICULTURAL & OPEN SPACE |
| C-3 | GENERAL COMMERCIAL |
| DC | DIRECT CONTROL |
| I-2 | LIGHT INDUSTRIAL |
| PE | PUBLIC PARK, SCHOOL & RECREATION |
| RM-4 | MEDIUM DENSITY MULTI-DWELLING |
| RM-5 | MEDIUM DENSITY MULTI-DWELLING |

Note: Land Use Districts Prior to ARP

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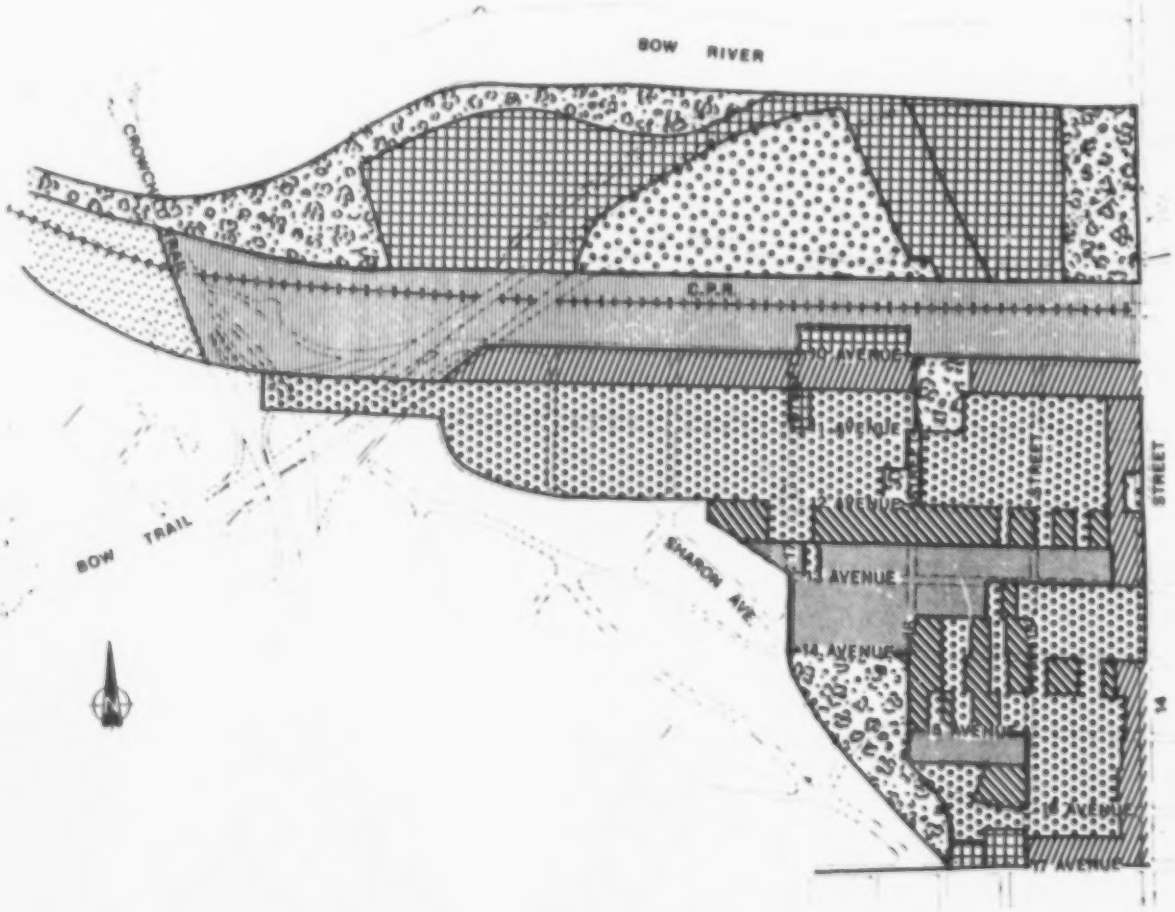
# SUNALTA

MAP No 13

TITLE

LAND USE DISTRICTS




LEGEND

- RM - 2
- RM - 3
- RM - 5
- C - 2 (16 )
- C - 3 (23 )
- C - 3 (27 )
- C - 3
- DC
- PE

DATE MAY 1992

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(This map is up to and including
By - Law 7P92 approved May 11/1992 )

## 3.4 Existing Land Uses

### 3.4.1 Residential Land Use

A medium density area exists primarily along 11th Avenue in Sunalta. It is composed of four storey walk-up apartments.

South of 12th Avenue, there are mostly one and two storey houses. Some apartment redevelopment has occurred in this area during the last twenty years.

The majority of the one and two storey structures were built during the period 1910 to 1912. The areas where these structures predominate are characterized by:

- houses with elevated front porches and second floor porches, "turn of the century" details in rooflines, balconies, and windows;
- small lot size (7.5 m/25' in width);
- consistent front yard setback from the street;
- mature vegetation.

### 3.4.2 Commercial Land Use

Commercial activities are located primarily along two major roads on the perimeter of the community. Local commercial land uses are inter-dispersed with regional commercial uses on 14th Street. Some of 14th Street has automobile-oriented uses while close to the intersection of 14th Street and 17th Avenue, as well as along 17th Avenue, pedestrian oriented commercial development predominates.

### 3.4.3 Industrial Land Use

Since the 1950's, the area south of the Canadian Pacific Railway tracks along 10th Avenue has accommodated manufacturing and warehousing activities associated with the C.P.R. and hence its I-2 designation. Over time, this area became more dependent on truck transportation and its land uses began to change. Presently, a concrete plant is the only remaining heavy industry while some light industries, such as a lumber yard and warehousing, still exist.

The predominant trend of recent development has been the conversion of buildings to commercial uses together with the construction of new commercial office structures. Consequently, there are wholesale distributors, medical laboratories, and offices for professional services such as architectural and engineering consultants, surveyors, and other ancilliary business suppliers.

### 3.4.4 Heritage Sites and Areas

The Pumphouse Theatre, located in the Regional Park along the Bow River, is the only designated heritage site within the Sunalta study boundaries. Four additional potential heritage sites exist, which include:

Sunalta Grocery
1504 - 12th Avenue

Sacred Heart Church
1307 - 14th Street

Sacred Heart School
1523 - 13th Avenue

Harmont Apartments
1537 - 14th Avenue

In addition, there are groups of buildings, particularly along 13th and 14th Avenues, between 16th and 17th Streets, being examined for possible consideration as a heritage area.

### 3.4.5 Institutional Land Use

Four institutional sites are located within the community. These are:

Sacred Heart Church
1307 - 14th Street

Sacred Heart Elementary School
1523 - 13th Avenue

Villa Recovery Home
1916 - 12th Avenue

Odd Fellow/Rebekka Hall
1507 - 17th Avenue

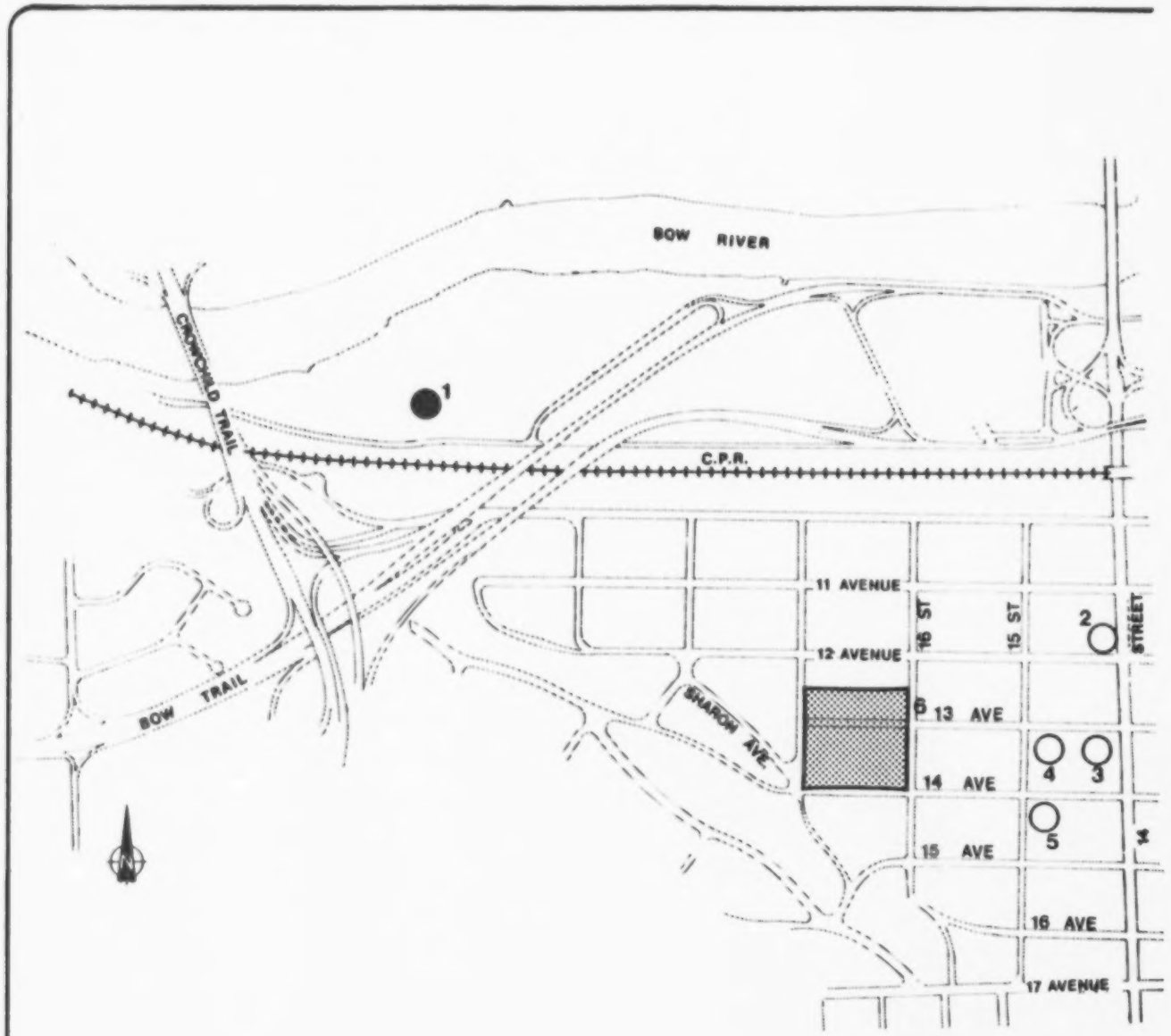
MAP No 14

# SUNALTA

TITLE HERITAGE SITES AND AREAS

**Legend:**

- DESIGNATED HERITAGE SITE
  1. PUMPHOUSE THEATRE
- POTENTIAL HERITAGE SITES
  2. SUNALTA GROCERY
  3. SACRED HEART CHURCH
  4. SACRED HEART SCHOOL
  5. HARMONT APARTMENTS
- POTENTIAL HERITAGE AREA
  6. 13 AVENUE 14 AVENUE BETWEEN 16 & 17 STREETS

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## 3.5 Open Space and Recreation Facilities

### 3.5.1 Local Open Space and Recreation Facilities

1. Community Association Site

   Located at 1627 - 10th Avenue, between 15th and 16th Streets, this site contains the Sunalta Community Association building and some playground equipment. The total area is approximately .55 hectares (1.36 acres).

2. The Sunalta Cottage School Site

   This site is located at 1706 - 12th Avenue and was originally purchased for use as open space. The frame school structure stands on a 21 m x 39.6 m (70' x 130') lot but is presently unoccupied and would require considerable rehabilitation to be usable.

3. Sacred Heart School

   A hard surfaced play area of .36 hectares (.9 acres) at Sacred Heart School can be used for recreation purposes. The school yard is part of the site owned by the Separate School Board without any restrictive covenants regarding its use.

4. Joint Sunalta/Scarboro Community Reserve Site

   Beside the escarpment, a joint Sunalta/ Scarboro Community Reserve Site has a pedestrian walkway and is a sloping grassy area with a few trees. It can be used for relaxation purposes. There are a few benches to sit on. The Scarboro Community Association building is also located in the area, which comprises approximately .4 hectares (1 acre).

   Near the top of the escarpment, children's playground equipment (swings, teeter-totter, etc.) is provided. This area is smaller in size than a tot lot.

5. The Escarpment

   Approximately .7 hectares (1.73 acres) of grassed escarpment adjoins the Sunalta/Scarboro Community Reserve Site. Another .6 hectares (1.5 acres) of escarpment is located adjoining the Scarboro United Church site. Both areas are grassed and provide a visual amenity to the Sunalta community.

MAP No 15

# SUNALTA

## EXISTING PARKS AND OPEN SPACE IN SURROUNDING AREA

**Legend:**

**LOCAL**

1. SUNALTA COMMUNITY ASSOCIATION SITE
2. SACRED HEART SCHOOL YARD

**VISUAL RELIEF**

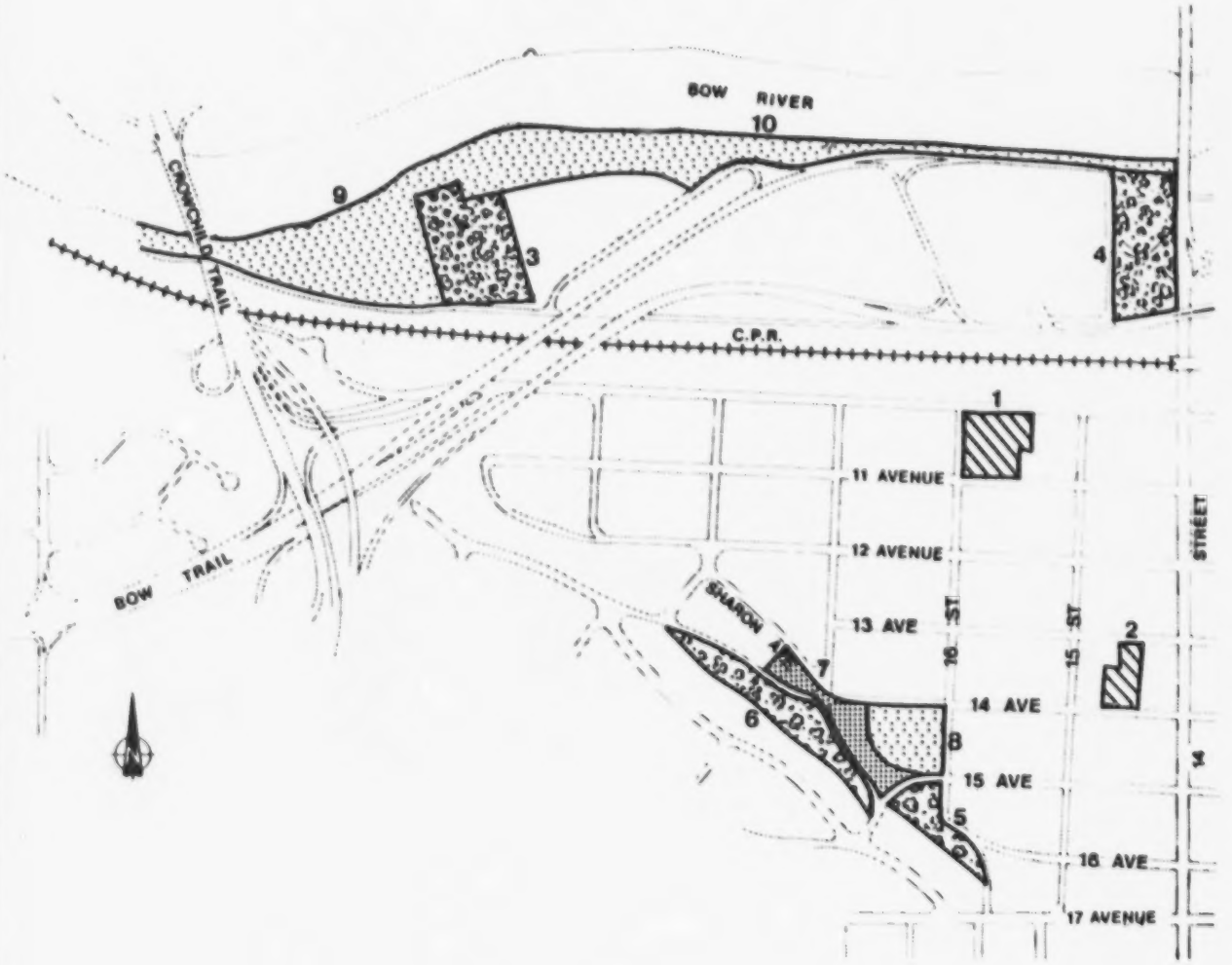
3. SNOW DUMP SITE
4. EXPRESSWAY-RIVERBANK AREA
5. ESCARPMENT
6. ESCARPMENT

**ADJACENT LOCAL**

7. SUNALTA/ SCARBORO COMMUNITY OPEN SPACE

**REGIONAL**

8. CALGARY TENNIS CLUB
9. PUMPHOUSE THEATRE PARK
10. RIVERBANK PARK AND PATHWAY

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### 3.5.2 Regional Open Space and Recreational Facilities in the Surrounding Area

1. Calgary Tennis Club Site

   This site is leased by the City's Parks and Recreation Department to the Calgary Tennis Club. It encompasses approximately .8 hectares (2 acres), with nine tennis courts, a clubhouse, and parking facilities. The clubhouse is a two storey structure, 10.6 m by 15.2 m (35' by 50'), which has kitchen facilities, a cafeteria, a lounge area, change rooms and locker rooms. The parking lot is approximately 45.7 m by 18.2 m (150' x 60').

2. Pumphouse Theatre Regional Park

   This site, comprising approximately 2.8 hectares (6.9 acres), is adjacent to the Bow River on the north side of the Canadian Pacific Railway tracks. At present, it is undeveloped and underutilized, depending mainly upon seasonal use such as skating and picnicking. The pumphouse has been renovated and functions as a theatre.

3. Riverbank Pathway System

   This linear park contains a pedestrian path which parallels the south side of the Bow River. There is evidence of heavy use of this path system despite its narrowness, lack of buffering from vehicular traffic, and poor condition.

4. Snow Dump Site

   Located adjacent to the Pumphouse Theatre site, this area is about 1.13 hectares (2.8 acres) and is utilized by the City of Calgary's Engineering Department as a snow disposal site.

5. Additional Regional Open Space Opportunities

   Other regional open spaces within two miles of Sunalta include three riverside parks (River Park, Stanley Park, and Prince's Island Park); two golf courses; and the Stampede Grounds. As well, regional recreation facilities, such as an aquatics centre and mini-field house, will be developed in the Lindsay Park - Erlton area.

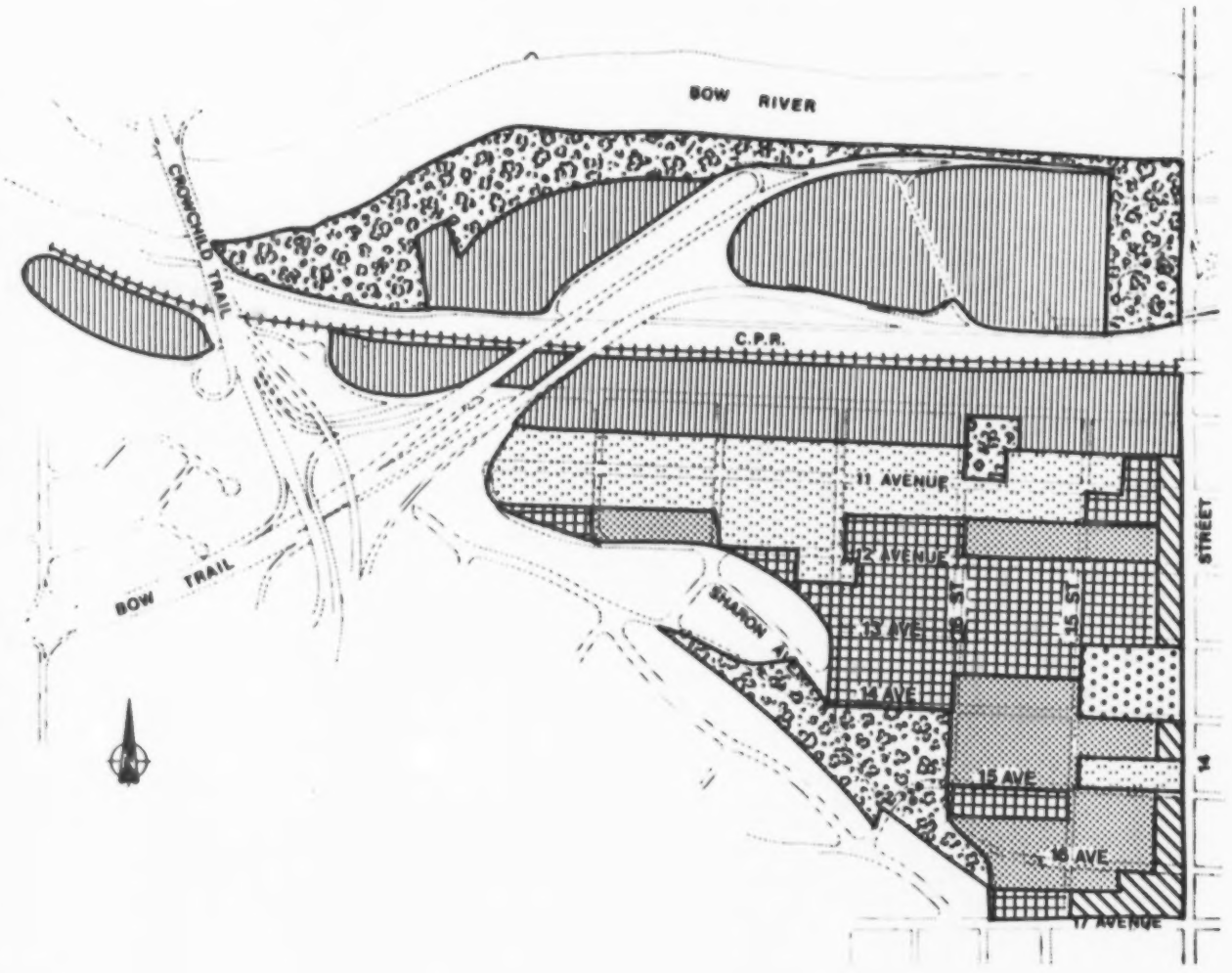
MAP No 16

# SUNALTA

TITLE
## EXISTING LAND USE

Legend:

- HOUSES
- APARTMENTS
- HOUSES AND APARTMENTS
- COMMERCIAL
- COMMERCIAL AND INDUSTRIAL
- OPEN SPACE
- INSTITUTIONAL

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## 3.6 The Transportation System

Sunalta is bounded by three major transportation corridors. Bow Trail and Crowchild Trail are designated expressway standard roads. 17th Avenue, 14th Street, 19th Street between 10th and 12th Avenues, 11th and 12th Avenues, are classified as major standard roads. 11th and 12th Avenues form a one-way couplet system, which is part of the proposed South Downtown Bypass. 10th Avenue, 18th Street between 10th and 12th Avenues, and 15th Street between 10th and 12th Avenues, are collector standard roads. All remaining streets function as local roads.

North of 12th Avenue is part of an unrestricted truck zone. The only restrictions placed on truck movements in the area relate to transporting hazardous materials, which is prohibited, except if the destination is within community boundaries.

1. Vehicle Ownership

   The 1976 Civic Census reported that Sunalta had an average of .92 vehicles per dwelling unit. More recent data on this subject is not available.

2. Transit Service

   The community is served by several public transit routes. Routes 2, 5, 6, 7, 17, 21, 101, 102, and 103 provide transit service to downtown while Route 15 furnishes crosstown service on 14th Street on a north-south basis.

## 4.0 FINANCIAL CONSIDERATIONS

The following charts indicate the public expenditure required in order to implement the proposals outlined in this Area Redevelopment Plan with regard to Open Space and Recreation Facilities. The costs are estimated in 1982 dollars.

### SUMMARY OF TOTAL COSTS

| Proposal | Estimated Costs | |
|---|---|---|
| 1. Sunalta Community Association Site | $194,050.00 | |
| Contingency (20%) | 38,810.00 | |
| TOTAL | | $232,860.00 |
| 2. Cottage School Site Park Development | $ 88,000.00 | |
| Contingency (20%) | 17,000.00 | |
| TOTAL | | $105,600.00 |
| 3. 16th Street Pathway | | $ 35,250.00 |
| 4. 14th Avenue/17th Street/ Sharon Avenue Park | $ 41,500.00 | |
| Contingency (20%) | 8,300.00 | |
| TOTAL | | $ 49,800.00 |
| 5. 15th Street/16th Avenue Park Acquisition Costs including acquisition fees, demolition charges, legal and appraisal costs | $380,000.00 | |
| Park Development | 30,000.00 | |
| Contingency (20%) | 82,000.00 | |
| TOTAL | | $492,000.00 |
| 6. 14th Avenue/16th Street Park Acquisition costs including acquisition fees, demolition charges, legal and appraisal costs | $495,000.00 | |
| Park Development | (Costs to be determined at site planning stage) | |
| Contingency (20%) | 4 99,000.00 | |
| TOTAL | | $594,000.00 |
| **TOTAL COSTS** | | **$1,509,510.00** |

## DETAILED COSTS

| Improvements | Estimated Costs | |
|---|---|---|
| 1. Sunalta Community Association Site Improvements | | |
| Landscaping | | |
| 25 trees @ $350.00 each | $ 8,750.00 | |
| 100 shrubs @ $20.00 each | 2,000.00 | |
| Park Furniture | | |
| 5 picnic tables @ $700.00 each | 3,500.00 | |
| 8 benches @ $700.00 each | 5,600.00 | |
| 8 litter bins @ $250.00 each | 2,000.00 | |
| 4 light standards @ $1,500.00 each | 6,000.00 | |
| 2 chess tables @ $600.00 each | 1,200.00 | |
| Utility Pole Removal | 60,000.00 | |
| 3 Tennis Courts | 105,000.00 | |
| Sub-Total | $194,050.00 | |
| Contingency/Installation (20%) | 38,810.00 | |
| TOTAL | | $232,860.00 |

| Park Development | Estimated Costs | |
|---|---|---|
| 2. Cottage School Site Park Development | | |
| Demolition of structures | $ 6,000.00 | |
| Grassing and landscaping | 15,000.00 | |
| Park furniture | 15,000.00 | |
| Multi-use Court | 22,000.00 | |
| Decorative Park Area | 30,000.00 | |
| Sub-Total | $88,000.00 | |
| Contingency (20%) | 17,600.00 | |
| TOTAL | | $105,600.00 |

| Alterations | Estimated Costs | |
|---|---|---|
| 3. 16th Street Pathway | | |
| Breakout of existing asphalt, curb, sidewalk | $ 9,975.00 | |
| Construction of turn-around area for laneways | 4,400.00 | |
| Construction of pathway (interlocking brick and landscaping) | 15,000.00 | |
| Sub-Total | $29,375.00 | |
| Contingency (20%) | 5,875.00 | |
| TOTAL | | $35,250.00 |
| 4. 14th Avenue/17th Street/ Sharon Avenue Park | | |
| Street Closure/Development | $ 21,000.00 | |
| Landscaping/Park Furniture | 12,500.00 | |
| Creative Playground | 8,000.00 | |
| Sub-Total | $ 41,500.00 | |
| Contingency (20%) | 8,300.00 | |
| TOTAL | | $ 49,800.00 |

| Alterations | Estimated Costs |
|---|---|
| 5. 15th Street/16th Avenue Park | |
| Acquisition Costs including acquisition fee, demolition charges, legal and appraisal costs | $380,000.00 |
| Park Development dependent on final site design | 30,000.00 |
| Sub-Total | $410,000.00 |
| Contingency (20%) | 82,000.00 |
| TOTAL | $492,000.00 |
| 6. 14th Avenue/16th Street Park | |
| Acquisition Costs including acquisition fee, demolition charges, legal and appraisal costs | $495,000.00 |
| Park Development | (Costs to be determined at site planning stage.) |
| Contingency (20%) | 99,000.00 |
| TOTAL | $594,000.00 |
| **TOTAL COSTS** | **$1,509,510.00** |